# The Montreal Daily Herald

AND DAILY COMMERCIAL GAZETTE.

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## TELEGRAPHIC.

### OTTAWA.

**A Hearty Welcome to Sir Charles Tupper.**

OTTAWA, August 13.—Sir Charles Tupper arrived in the city to-day. He was met at the station by Mayor MacDougall, Hon. J. H. Pope, Messrs. Collins, Wood and Schreiber, Ald. Cox, Mr. W. P. Lett, City Clerk and others. Mayor MacDougall presented Sir Charles with the following address:

"The Hon. SIR CHARLES TUPPER, C.B., High Commissioner:

Dear Sir—I have the honor, in behalf of the citizens of Ottawa to tender to you a warm and hearty welcome home. The citizens of Ottawa, in common with the people of Canada generally are fully alive to, and have a just appreciation of your services to Canada in the discharge of the functions of the important representative position which you have filled with such singular tact and ability. They also desire you to convey their respectful congratulations to Lady Tupper upon her return to Ottawa, where she and yourself will now have the pleasure of renewing the friendly social relations which have ever existed between you both and the people of Ottawa.

"(Signed), F. MACDOUGALL, Mayor.

"Wm. P. Lett, City Clerk."

In reply Sir Charles Tupper said:—"Mr. Mayor and gentlemen—I thank you for the very kind and friendly expression of welcome contained in the address you have been so good as to present to me. It is with no ordinary degree of pleasure that I now return among my fellow citizens for a brief visit. I feel that I shall find myself at home among friends for whom I entertain the warmest and most sincere regard. I thank you for the flattering mention you have made of my services to Canada. I assure you that if in my official capacity in the Old Country I have been fortunately able to make Canada better known there, and in any measure promote the best interests of this country that duty has always been to me a labor of love. I thank you sincerely for your kindly mention of Lady Tupper who as well as myself has always had a grateful and affectionate remembrance of the many attentions and kindnesses which we have received at the hands of the people of Canada.

Sir Charles was then driven to the residence of Mr. Collingwood Schrieber.

The High Commissioner states that the sole intent and purpose of his visit to Canada is in connection with the Indian and Colonial Exhibition to be held in London next year. India and other portions of the Empire are putting forth strenuous efforts for a first-class representation at the exhibition, and Sir Charles is anxious that Conada, the premier colony, should not injure her position by any lack of interest or want of energy on the part of her people to make the exhibit anything but a splendid success.

The citizens' banquet in the Drill hall to-night to the Ottawa volunteers who were on active service in the North-West was in every way a grand success. Mayor McDougall presided and after the formal toasts had been disposed of he paid a high tribute to Maj.-General Middleton for the manner in which the campaign had been conducted, and to the volunteers for the endurance and bravery displayed on the field of battle. In replying to the various toasts speeches were made by General Middleton, Major Todd and others.

Hon. A. P. Caron returned to the city this evening.

### WINNIPEG.

**Enthusiastic Reception of the 92nd on Their Return from the Front.**

WINNIPEG, Man., Aug 13.—The Winnipeg Light Infantry under Col. W. Osborne Smith, returned this evening from active service with the Edmonton column under Gen. Strange and were given an enthusiastic welcome at the depot. They marched up Main street headed by brass and fife and drum bands. Bunting was displayed everywhere and they were cheered by thousands of spectators who lined the thoroughfares. At City Hall Square they were met by the gallant 90th under Col. McReand and headed by a band. They presented arms until the 92nd passed them, when they wheeled into line and accompanied the battalion to the camping grounds in the west end of the city. They will be entertained to luncheon by the city in Dufferin Park tomorrow, when they will be formally welcomed by the Mayor, Premier Norquay and other public men. The reception will conclude with a grand display of fireworks.

**WEATHER REPORT.**

MONTREAL, August 13, 1885.

Temperature in the shade by Standard Thermometer, observed by Hearn & Harrison, opticians and mathematical instrument makers, 1640 and 1642 Notre Dame street:—

| 8 A.M. | 1 P.M. | 6 P.M. |
|---|---|---|
| 71° | 75° | 76° |
| MAX. | MIN. | MEAN. |
| 80° | 67° | 73° |

[By Standard Barometer.]

| 8 A.M. | 1 P.M. | 6 P.M. |
|---|---|---|
| 29.87 | 29.83 | 29.71 |

**Probabilities.**

METEOROLOGICAL OFFICE, 1 a. m.
TORONTO, Ont., Aug. 14, 1885.

A depression which has developed during the day over the lake region is now central over Quebec. It has given local showers and thunderstorms in all districts. The pressure is increasing to the west of the lakes.

Lakes—Fresh to strong southwest to northwest winds, clearing, cooler weather.

Lower St. Lawrence—Fresh to strong southwest to northwest winds, showery, followed by clearing, cooler weather.

Gulf—Increasing east, shifting to easterly winds, showery weather.

Maritime—Fresh south, veering to west winds, showery weather.

**Business Troubles.**

T. Christie & Co., wholesale hats and furs, of Toronto, have called a meeting of their creditors for Tuesday. Their liabilities are estimated at from forty to fifty thousand dollars; depression in trade is the cause of their trouble.

**An Unlucky Drover.**

Wm. Cormack, a cattle drover of Chelsey, Ont., yesterday, shipped a drove of cattle from Montreal to the old country and drew $3,000. He started from Montreal last night on the express, and states that when he retired to his berth in the sleeping car he carelessly threw his socks, in one of which he had placed the $3,000, to one side and got into bed. Shortly afterwards he thought of his money and got hold of his sock but the money had disappeared. He notified the police on arrival this morning.

**The Kerr Suicide Case to Be Re-Opened.**

QUEBEC, August 13. — T. Marsh, advocate of Stillwater, Minn., is in the city for the purpose of investigating further into the recent case of suicide of R. W. Kerr on the Intercolonial Railway some weeks ago. He is accompanied by a brother of the deceased, and means to turn over all the evidence given at the Coroner's inquest, having a special stenographer with him for that purpose. It is said that there is $30,000 or $40,000 life insurance involved, and if they can they mean to reopen the investigation. He was before the Police Magistrate to-day for the purpose of getting leave of absence for detectives Walsh and Harpe, who gave evidence at the coroner's inquest, so that he could bring them on to Chicago. This the detectives refused to do unless their full expenses were paid in advance, which Marsh would not agree to.

**The Grand Lodge, I.O.O.F.**

LONDON, Ont., August 13.—At the session of the Grand Lodge, I.O.O.F., this morning, an endowment scheme was discussed, but final action was indefinitely postponed. The officers elected to-day were:—N. H. Martin, Chatham, Grand Master; John Donogh, Toronto, Deputy Grand Master; John R. Reid, Brockville, Grand Warden; J. B. King, Toronto, Grand Secretary, re-elected; William Badenach, Toronto, Grand Treasurer; C. J. Campbell, London, representative to Sovereign Grand Lodge; Chas. Packet, Stratford, Auditor. The Grand Lodge will meet in London on the second Wednesday in August 1886. Mr. King, Grand Secretary, was presented with a gold watch and chain by the Past Grands.

**A Murderous Maniac.**

KINGSTON, Ont. Aug. 13. — To-day about noon while Dr. Metcalfe and Dr. Clark were passing through the wards of the Rockwood Asylum an inmate named Maloney rushed at the former with a knife in his hand and made several plunges at him. The knife entered the left side of the doctor's abdomen, inflicting a wound three inches long and fully six inches deep. Dr. Metcalfe fell upon the floor when Dr. Clark seized the man and yelled for assistance. The man was overpowered and put in a place of safety. It was found that the knife had entered the abdominal cavity. The doctor's condition is considered critical. Maloney has been in the asylum for about 18 months, and it will be remembered that he was arrested for setting fire to a saw mill. He confessed while in gaol and was pronounced insane. When at large he was looked upon as a sneak who was half-witted.

### CRUSHED BONNETS.

**A Reminiscence of a Once Famous Piece of Headgear.**

If the women only knew how fashions are made they would not be in such a hurry to adopt them, says the Paris correspondent of the St. Petersburg [Russia] *Herald*. A good many years ago I resided in Paris when fashion prescribed bonnets which warranted a sober observer in seriously doubting the sanity of the fair ones who wore them. It was a crushed, mussed-up, and entirely formless, inexpressibly ugly head-covering which closely resembled the result to be obtained by sitting down with full force upon an elegant and costly bonnet. Yet this hideous thing had become the fashion, and the crushed bonnet of Paris made a triumphant tour around the civilized world. Many ladies, honest enough not to deny their true age, will remember this crazy headgear. But how had this senseless, absurd fashion originated? I happen to know the story, as I was in those times close to its source, and I will relate it for the benefit of the foolish—pardon for this harsh word—devotees of fashion:

In that idyllic period when the third Napoleon ruled France and his Court set the fashion for public morality, which carefully avoided all old-fashioned morality, an English woman became prominent in the Paris demi-monde, Cora Pearl, the notorious mistress of Prince Napoleon. One fine day she had a quarrel with her princely protector, and in her rage she tore a costly bonnet—a perfect master-piece, made of flowers, tulle, gauze and laces, which had just been delivered to her and stood charged against Prince Napoleon's account with the trifle of 700 francs—from her head, hurled it to the ground, and trampled it under her feet until the exercise made her cool down. She looked at the destruction she had wrought with a victorious smile, while the prince rather angrily exclaimed: "Now, you see, what you have done! How in the world can you now go to ride?" "How?" exclaimed the saucy red-headed Briton. "Why, I shall wear this hat!" The Prince was utterly confounded, while his charmer picked up the bonnet and inspected the ruins. The pretty, airy little bonnet looked awful. It had lost its graceful shape, the wire-work which formed its basis was bent into all sorts of forms and was full of the most outrageous and ridiculous bends. "Don't be foolish, Cora!" the Prince exclaimed, but without saying a word Cora Pearl dumped the ruined bonnet on the top of her fiery-red hair which towered over her forehead. The saucy face looked so provoking under the crushed bonnet that the Prince became overwhelmed and kissed the pouting lips approvingly and admiringly. Half an hour later the crushed bonnet was exhibited on the frail courtesan's strawberry-blonde head, while she was wheeled in her carriage through the Bois de Boulogne, and the next day all Paris had to have crushed bonnets, and the genius of milliners was tested to its utmost to invent the most absurd and incredible bonnet shapes. Every woman had to have a crushed bonnet, and cooks and chambermaids, laundresses and scrubwomen tortured their old bonnets out of all shape in order to keep up with the fashion. All feminine Paris looked like an immense insane asylum, stamped into such by the pretty feet of frail Cora Pearl.

## LATEST CABLE NEWS.

Lord Randolph Churchill Defies the Press and Uses Plain Language.

Latest Developments in the Dilke and Flogging Scandals.

Germany Victorious in the Dispute Over Zanzibar Territory.

**The Fatal Congo.**

BRUSSELS, Aug. 13.—The Congo Association steamer Ville d'Anvers was wrecked recently at Vivi. The Marquis Buonfanti, the explorer, and Mr. Casman, the chief of the Equator Station, have died on the Upper Congo.

**Spies in Paris.**

PARIS, Aug. 13.—The French newspapers comment on the great number of German spies discovered recently in various parts of France. It is reported that the Government has ordered the expulsion from France of all who can be proved to be spies.

**Mr. Gladstone Coming.**

LONDON, Aug. 13.—Lord Salisbury will start on Saturday for a fortnight's holiday at Dieppe. He denies that he will meet Prince Bismarck and Premier Depretis. On his return he will open the electoral battle with speeches in the provinces.

Mr. Carnegie has urged Mr. Gladstone to visit America. Mr. Gladstone desires to do so, but his doctors have protested on the ground that the visit would involve much excitement and strain. Mr. Gladstone meditates a journey in the spring, however, if his health is restored, and the position of public affairs admits.

**German Aggression.**

PARIS, August 13.—The Chamber of Commerce has sent a memorial to the Government protesting against the pretension of Germany in assuming the possession of Port Seguro and Little Popo, on the west coast of Africa, and urging the Government to maintain the rights of France along that part of the African coast.

**The Dilke Scandal.**

LONDON, August 13.—Sir Charles Dilke has engaged Mr. Charles Russell as his leading counsel and Mr. Searle as junior, and has called upon the plaintiff to file the details of his case. The plaintiff's case has been strengthened by the evidence of the physician who waa called to Sir Charles Dilke's house when Mrs. Crawford seemed to be sinking under prolonged hysteria arising from an altercation with the French mistress of Sir Charles. The Council of the Liberal Association is divided as to whether to ask Sir Charles Dilke to retire from public life until after the trial of the divorce case.

**Churchill's Platform.**

LONDON, August 13.—In a speech last evening Lord Randolph Churchill denied that he was actuated against Earl Spencer and Lord Ripon by personal feelings. He assailed only their methods of governing. Lord Randolph denounced the Radicals for wishing to tax the poor man's beer, which he said was food equally with bread. He derided the caucus arrangements of the Liberals, and said he believed the Tories would be victorious at the general elections. Lord Randolph said he cared not a rap what the *Daily News* and *Standard* said about him. Such criticism was as effective s water on a duck's back. He emphatically denied that the Conservatives wanted to tax the food of the people. He claimed for the Conservatives the passage of the Seats Bill. Lord Randolph taunted the Radicals with having no policy, while the Tories were carrying a great one, having for its object the strengthening of the empire at home and abroad. The Conservatives hoped to give peace to Ireland and security to India. They hoped to create an overpowering navy, which would be an adequate defence to the coast of Great Britain and the colonies, and to commerce. They believed they could bring about a revival of trade and the industries of the country. Lord Randolph repudiated the charge that he desired war with Russia for the sake of securing votes at the election. The *Standard* this morning entirely ignores his speech.

**Cholera.**

MARSEILLES, Aug. 13.—Twelve deaths occurred from cholera here yesterday. Twenty-two new cases were admitted to the Pharo Hospital. Suspicious deaths have occurred at Salon and Pelissanne. A refugee from Marseilles has died at Bastia.

MADRID, Aug. 13.—There were 4,433 new cases of cholera throughout Spain yesterday and 1,648 deaths. The epidemic is spreading in Madrid.

There is great excitement in Seville over the Government proposal to abolish the power of the local authorities during the prevalence of cholera because of their inefficiency in sanitation, and to itself assume the direction of the city's local affairs. The populace are hostile to doctors and averse to any interference in family affairs, and they strongly support the local authorities. Great crowds assembled in all the public places last evening to discuss the situation, and the civil guard was called upon to disperse them.

PARIS, August 13.—Reports from Marseilles state that cholera there has received a fresh impetus owing to the extreme heat; that the number of new cases has steadily increased, and that the disease is unusually fatal.

**The Sultan Gives In.**

HAMBURG, August 13. --- A telegram from Zanzibar states that the dispute between the Sultan and Germany has been adjusted, and that the Sultan admits Germany's supremacy in the disputed territory and promises to withdraw the Zanzibar troops.

**The New Wabash Scheme.**

LONDON, August 13. --- The English Wabash bondholders to-day resolved to institute foreclosure proceedings, including the terms of general and collateral mortgages, and appointed a purchasing committee, in which all the property after purchase shall be vested. The scheme then contemplates the formation of a new corporation to purchase the property and pay the debenture holders with new bonds.

**That Flogging Scandal.**

LONDON, Aug. 13.—Mr. Frances, who yesterday flogged Mr. Pearce of the Glasgow shipbuilding firm of John Elder and Brothers for the alleged betrayal of the former's daughter, to-day instituted a criminal action against Mr. Pearce. Pearce is a Conservative and had been selected by the Tories to stand in the coming elections.

**The Emperors' Meeting.**

VIENNA, Aug. 13.—The Czarevitch, M. De Giers, Russian Foreign Minister, Count Kalnoky, Austro-Hungarian Imperial Minister for Foreign Affairs, Count Von Talvon Taafe, Austrian Prime Minister, and Baron Bela Lorezy, Hungarian Minister of National Defence, will attend the meeting between the Czar and Emperor Francis Joseph at Kremsier.

**Cable Notes.**

Mr. John Ruskin's illness has become critical.

It is rumored in financial circles that a new Atlantic cable is projected.

Emperor William has arrived at Potsdam in excellent health.

The Duke of Richmond has been appointed Secretary of State for Scotland, with a seat in the Cabinet.

Some excitement has been created in Madrid by a report that Germany has occupied the Caroline Islands which are claimed by Spain.

The first meeting of the Royal Commission appointed to inquire into the causes of the depression in British trade was held yesterday. Lord Iddesleigh presided.

It is said that the Czar and Emperor Francis Joseph will discuss the treaty allowing extradition by direct correspondence between the law courts of Russia and Austria.

United States Minister S. S. Cox has convened a meeting of the American residents of Constantinople for next Saturday to express condolence with Mrs. Grant over the death of her husband.

## UNITED STATES TELEGRAMS.

An ex-Supreme Court Judge of Nevada Commits Suicide.

The Supposed St. Louis Murderer Tells a Queer Story in San Francisco.

**Grant's Epigram.**

AKRON, O., August 13.—A gentleman just returned from New York, and who had a talk with his friend, Dr. Douglas, gives this unpublished epigram written on one of General Grant's tablets to Dr. Douglas: "I am not a personal pronoun, but a verb. A verb is a thing that does, or is, or suffers. I find in myself all three of these."

**Sueing to Recover her Twins.**

MILWAUKEE, Wis., Aug. 13.—An unusual suit was commenced in the Circuit Court yesterday by Mrs. Joseph Fischer, mother of female twins, which died at the time of birth two weeks ago. The babes were perfect in form with the exception of being joined by a firm growth of flesh at the breast, the union extending from near the waist to the cheek. They were taken by the midwife and placed in alcohol, and have since been examined by many physicians. The mother brings action for the recovery of their bodies.

**Armstrong's Pistol Found.**

NEW YORK, August 13.—The pistol with which Thomas J. Armstrong shot his stepfather, A. J. Herrick, was found this afternoon. Armstrong, in his confession to the police, told them that, after leaving the scene of the tragedy, he went to the Jersey City annex boat, and seeing no one looking dropped the pistol overboard. From the minute description of the spot given by the young man the police had no trouble in getting it.

**Chinese Leper in Chicago.**

CHICAGO, August 13.—A Chinaman, who is supposed to be afflicted with leprosy, arrived in Chicago a week ago, coming direct from San Francisco. He was met by a friend and taken to Hong Lee's laundry, at No. 204 Washington street. Three days ago a man went into Hong Lee's laundry to get some clothing, and the strange Chinaman's scanty clothing revealed a horrible sore on the side of his neck. The man who had called for his clothing called Dr. Hartz, who said it was a case of leprosy.

**An Appointee Who Stole Horses.**

DENVER, Col., Aug. 13.—C. P. Judd, who was appointed by the President on May 15 to be special agent of the National Labor Bureau for Nevada and the Territories, was brought from Alamosa, Col., to-day on a warrant charging him with horse-stealing. Judd drew up and signed a statement to-day admitting his guilt and that he had served a term in the prison at Leavenworth, Kan., and two terms in a penitentiary in Colorado for similar offences. Judd claims that his application for a Government position was signed by several well-known Democrats of Colorado, to whom his appointment is accredited.

**After the Storm.**

SCHENECTADY, N. Y., Aug. 13.—The damage by the water spout in Glenville was greater than at first supposed. Farmers have lost crops and fences worth $10,000, and for three miles the bridges and culverts of the Salandaga turnpike are washed out. A temporary trestle is building at the main washout, and trains are expected to cross this evening.

**A Queer Story.**

ST. LOUIS, Aug. 13.—According to a telegram from San Francisco Maxwell, the alleged murderer of Preller, now says that in time he will produce Preller alive and well, and show where he got the body found in the trunk. Maxwell asserts that the body in the trunk was bought by himself and Preller, and left in the hotel for the pupose of procuring insurance money upon Preller's life.

**Fire in Jersey.**

JERSEY CITY, N.J., Aug. 13.—Nearly a block of business buildings and tenement houses were burned early this morning. Loss, $100,000.

**A Judge's Suicide.**

SAN FRANISCO, Aug. 13.—George Turner, ex-U. S. District Judge of Virginia and ex-Chief Justice of the Supreme Court of Nevada, committed suicide yesterday afternoon. He left a letter stating that the cause was ill-health.

**Villard's Stock Booming.**

ST. PAUL, Aug. 13.—It is understood the Billings interest will push Henry Villard for the presidency of the Northern Pacific Railroad at the stockholders' meeting in September. It is said the German stockholders will support Villard.

**Railroad Schemes.**

ST. LOUIS, Aug. 13.—The *Globe Democrat* says that it learns from a high official source that the absorption of the West Shore Railroad by the Vanderbilts' lines is only part of a scheme to make the New York Central and Pennsylvania Companies the masters of the situation in all future agreements between the trunk lines and in awarding percentages. Vanderbilt is to have another trunk line between New York and Chicago and one between New York and St. Louis. The latter, it is said, is to have the Wabash for its connection. The plan is to give the whole east bound passenger traffic of the Wabash to the Nickel Plate at Fort Wayne, with through car service to New York via the West Shore, and to Boston via the West Shore to Albany, thence by the Boston and Albany. The freight traffic of the Wabash can be given to the Canada Southern and by the latter to the West Shore at Buffalo, or it can interchange with the Nickel Plate at Fort Wayne.

### THE BLUE BONNETS ACCIDENT.

**Continuation of the Coroner's Inquest.**

The enquiry into the cause of the death of George Walsh and James Miller, the unfortunate victims of the recent fatality at Blue Bonnets crossing, was resumed yesterday morning in the grand jury room at the Court House. Mr. Charles Holt, of the firm of Messrs. Macrae & Holt, who are solicitors for the Grand Trunk Railway Company, attended the inquest in the interests of the company and endeavored to be allowed to cross-examine witnesses. Mr. Holt also desired a re-examination of the witness McLary, who, he asserts, was laboring under great excitement at the time of his examination, and made a serious misstatement in regard to his age, his real age being seventy-seven and not nighty-eight, as he at that time stated. The coroner, however, would neither consent to a re-examination nor allow him to cross-examine. Mr. Holt remained at the inquest, nevertheless, in the interests of his clients. The first witness examined was Tryphena Winchester, wife of John Wm. Lowe, residing at Blue Bonnets. Her testimony was mainly corroborative of what has already been given. She added, however, one very important piece of evidence which she maintained in spite of the most persistent cross-questioning on the part of the jury, which was that the engine driver gave the usual warning signal of approach at the usual place and fully half a minute before the train reached the crossing. She heard the signal whistle and was quite sure one-half a minute elapsed before the alarm whistle was sounded. She was sure that the deceased had plenty of time to stop the horse had they so desired. She considers the old man, McLary, too old for the position of crossing keeper, but thought that reckless people would try to pass anyone, old or young. She thinks it very necessary to nave a gate there as it is a very dangerous place.

The next witness was Patrick Hart, engineer in the employ of the Grand Trunk Railway Company for eight or nine years. He was the engine driver on the engine that caused the accident. He swore as follows:—He sounded the alarm whistle at the regular signal post, about 800 yards from the crossing; also that the bell was ringing after the first whistle, and continued to ring till he had passed the crossing. He did not notice a wagon approaching the crossing, as from the time he whistled he looked out straight ahead. His first intimation of any accident was when he was almost at the crossing. He saw the horse and cart suddenly appear directly in front of his engine. He saw at once that an accident was bound to occur and he whistled down brakes, but owing to the grade being so steep he was unable to stop the train until it had gone beyond the crossing about a quarter of a mile. He was not aware that the accident had been attended with fatal results till he arrived at Bonaventure Depot, where he heard that two men had been killed. He had tried to back the train after it had been stopped but did not succeed on account of the grade. He was not allowed to leave the train to look after bodies. When the engine struek the horse and cart at the crossing he did not see the men thrown out. From the time he whistled at the signal post he looked straight ahead and did not see anything except the man at the gate. The train was running at the rate of about twelve miles an hour. He could see the crossing from the signal post, but even if he saw any one on the track it would be impossible to stop the train owing to the steepness of the incline. He did not see the wagon but saw the old man with his back to the track waving his hands as though to keep something back. Did not think a younger man could do any better because he could only do as the old man had done, for if a driver intended to pass he could hardly prevent him. He was very much averse to express an opinion as to whether the crossing as it is at present was safe for passengers or not, but admitted that a good gate with all the latest improvements would undoubtedly remedy the existing evil. His testimony being finished the court adjourned till half-past two.

The examination was resumed yesterday afternoon at three o'clock, the first witness sworn being Charles Hurley, of Brockville, fireman in the employ of the G. T. R. Was on duty as such on No. 11 train on the night of the accident. Before reaching the crossing the whistle was sounded, and he kept the bell ringing after this until the crossing was passed. He was looking straight ahead at the time, and saw the horse and wagon, but did not see the men. Was sitting on the left side of the engine, and distinctly heard the crash. Brakes were applied at once, and an endeavor was made to stop the train, but could not do so. To the jurors the witness said that he began ringing the bell two and a-half trains' length from the gate, and contlnued to do so until the crossing was passed. Did not know anything about the gate or the road traffic.

Joseph Lefebvre, conductor, was the next witness called. He said that he had been for the past twenty years in that position. On the 10th of August, as the train approached the crossing, heard the crossing signal and also the second signal to put down brakes, and helped the fireman to do so. He saw the men lying near the track when he went back with Mr. Goulette after the train had come to a stand-still. Always traveled on that side of the line, and invariably found the old man at his post. Did not think that a younger man could have done any more. Thought that if there was a gate, with a man in attendance, it would be safer. Had heard about the women's death, but did not know that the G. T. R. contemplated gates at the crossing. Thought it hard for one man to attend to the crossing night and day.

Mr. Goulette, conductor and inspector of G.T.R., was the next witness examined. He deposed as follows:—He was seated on a box in the baggage car. He heard the crossing signal and then the whistle for brakes. The baggage man called out, "Frank, we have struck something." Tried to stop, but did not succeed at once. When the train finally came to a stop he went back and found the bodies. Witness thought a bridge would be the best way of avoiding accidents.

The inquest then adjourned until Monday at 10 a.m.

### THE CANADIAN WIMBLEDON.

Yesterday the third day's shooting of the Province of Quebec Rifle Association occurred at Point St. Charles, when the following matches were fired off, with the results given:

THE STADACONA MATCH.

Open to all members of the P. Q. R. A., whether by direct contribution or through affiliated association. Range, 500 yards; rifle, Snider, government pattern; number of shots, ten. Position, any with head to target:—

| | Pts. | Pzs. |
|---|---|---|
| Col.-Sgt. Winter, 6th | 47 | $15 |
| Sgt. Marks, 6th Fusiliers | 46 | 12 |
| Pte. Smith, 5th | 45 | 9 |
| Mr. Lawless, M. R. A | 44 | 7 |
| Sgt. Doyle, 53rd | 44 | 7 |
| Staff.-Sgt. Ross, 1st P. W | 44 | 4 |
| Pte. A. Beattie, 60th | 44 | 4 |
| Mr. McAffee, M. R. A | 43 | 4 |
| Capt. Macfarlane, Vics | 43 | 4 |
| Pte. Allan, 5th | 43 | 4 |
| Pte. Riddle, 6th | 42 | 3 |
| Lt.-Col. Scott, 8th | 42 | 3 |
| Lt. Lulham, M. G. A | 42 | 3 |
| Pte. Whiteley, 53rd, | 42 | 3 |
| Staff-Sgt Anthony, 6th | 41 | 3 |
| Lt. Macfarlane, 50th | 41 | 3 |
| Pte. Philips, 8th | 41 | 3 |
| Sergt. Smith, 5th | 40 | 3 |
| Sgt. Matthews, V.R.C | 40 | 3 |
| Pt. Stantin, 60th | 40 | 3 |
| Col. Sergt. Gorman, Vics | 40 | 3 |
| Piper Clarke, 5th | 40 | 3 |
| Col. Sgt. Morrison, 8th | 40 | 3 |
| Major Blaiklock, 5th | 40 | 3 |
| Capt. Thomas, 54th | 40 | 3 |
| Sergt. Currie, 6th | 40 | 3 |
| Lt. Gray, G. G. F. G | 39 | 3 |
| Pte. Phillips, 60th | 39 | 3 |
| Col.-Sergt. Thomson, 8th | 39 | 3 |
| Pte. May, G. G. F. G | 38 | 3 |
| Pte. Higginson, 5th | 38 | 3 |
| Pte. Getley, 60th | 38 | 2 |
| Staff-Sergt. McAdam, "Vics" | 38 | 2 |
| Staff-Sergt. Spearing, 53rd | 38 | 2 |
| Capt. Sylvester, 85th | 38 | 2 |
| Capt. Jackson, 85th | 38 | 2 |
| Capt. Edwards, "Vics" | 38 | 2 |
| Capt. Harlin, 54th | 38 | 2 |
| Capt. Trenholme, 53rd | 37 | 2 |
| Lieut. Edwards, 58th | 37 | 2 |

THE ASSOCIATION MATCH.

Open to all members of the P. Q. R. A. [whether by direct contribution or through affiliated associations.] Ranges 500 and 600 yards. Number of shots, 7 at each range. Rifle, Snider, Government pattern. Position, any with head to the target. Holders of the Provincial badges are allowed free entry for the individual prizes the first time they attend, after being duly reported as the winners.

*Individual Prizes.*

First prize, silver cup, presented by Mr. J H. Steward, and cash $12; remaining cash prizes.

| | Pts. | Pze. Cup and |
|---|---|---|
| Sergt. Waters, 6th | 61 | $12 |
| Pt. Kimbery, 5th | 60 | 10 |
| Corp. Hortley, 8th | 56 | 8 |
| Sergt. Currie, 6th | 56 | 6 |
| Sergt. Marks, 6th | 56 | 6 |
| Capt. Edwards, Tics | 56 | 4 |
| Sergt. White, 5th | 56 | 3 |
| Staff Sergt. McAdams, Vics | 55 | 4 |
| Sergt. Newall, 52nd | 55 | 4 |
| Lt. Jamieson, 60th | 55 | 4 |
| Pt. Phillips, 60th | 54 | 3 |
| Pt. Stanton, 60th | 54 | 3 |
| Capt. Wright, 43rd | 54 | 3 |
| Pt. A. Beattie, 60th | 53 | 3 |
| Pt. Currie, 6th | 53 | 3 |
| Col.-Sergt. Dalrymple, 5th | 53 | 3 |
| Lt. Macfarlane, 50th | 53 | 3 |
| Staff-Sergt. Anthony, 6th | 53 | 3 |
| Capt. Aylmer, R. list | 52 | 3 |
| Pt. Higginson, 5th | 52 | 3 |
| Pt. H. Beattie, 60th | 52 | 3 |
| Capt. McArthur, 6th Cavalry | 52 | 3 |
| Lt. Sims, Vics, | 51 | 3 |
| Corpl. Goudri, 8th | 51 | 3 |
| Capt. Miller, 8th | 51 | 3 |
| Pt. Getty, 60th | 51 | 3 |
| Sergt. Doyle, 53rd | 51 | 3 |
| Col.-Sergt. Morrison, 8th | 51 | 3 |
| Mr. McFee, M.R.A | 50 | 3 |
| Lt. Gray, G.G.F.G | 50 | 3 |
| Corpl. Norton, 51st | 50 | 2 |
| Lt. Lulham, M.G.A | 50 | 2 |
| Lt. Letournea, 85th | 50 | 2 |
| Pt. Johnston, 65th | 50 | 2 |
| Lt. Edwards, 58th | 50 | 2 |
| Pt. Whiteley, 53rd | 49 | 2 |
| Col.-Sergt. McCrae, 1 P. of A | 49 | 2 |
| Capt. Sylvester, 85th | 49 | 2 |
| S. Sergt. Spearing, 53rd | 49 | 2 |
| S. Sergt. Allan, 5th | 49 | 2 |

TEAM PRIZES.

For the aggregate scores of five previously named members of any affiliated corps or rifle association, 1st prize silver cup and cash $25. The silver cup to become the property of any corps or association, winning it twice, not necessarily consecutively.

| | Pts. | Prize. Cup & |
|---|---|---|
| 6th Fusiliers | 275 | $25 |
| 3rd Victoria Rifles of Canada | 251 | 20 |
| 60th Battalion | 248 | 15 |
| Montreal Rifle Association | 248 | 10 |
| 85th Battalion | 230 | 10 |
| Richmond County Rifle association | 239 | 5 |

TO-DAY'S PROGRAMME.

To-day the Martini-Henri match will take place and the optional, extra series, and aggregates, which have been going on every day, will be concluded.

—A Chinese storekeeper who kept silk handkerchiefs for sale was induced recently to sell one for 90 cents which he had asked $2.50 for at first. "How much do you make on this sale?" was asked after the trade was made. "O, 90 cents," he replied. "But how can you make 90 cents when that is all you get for it?" "O, me steal um!" coolly said the Chinaman as he threw the money into the drawer.

—Mr. Passmore Edwards, M.P., who a couple of years back sold the *Echo* to a syndicate, of which Mr. Carnegie was the head, for $350,000, has repurchased the paper within the last few weeks for $500,000. The syndicate at the same time bought several other evening newspapers in the midlands and north of England, and Mr. Carnegie, having achieved a success, is desirous of retiring. The Conservatives in starting the proposed news agency were inspired by the great financial success of the Carnegie syndicate.

—A correspondent of the New York *Post* who has been studying the colored people of the South, says many of the preachers "are gifted with remarkable fluency and can run with true oratorical skill over the whole gamut of emotions. Not one of them whom I heard couched his sermons in grammatical language, and yet some spoke with such genuine power that this defect was forgotten. There were at times, too, a striking aptness and picturesqueness of illustration, a use of racy similes and figures of speech, drawn from their observation of the fields and forests, and their manifold and ever changing forms of life, or from their personal experience in those lowly walks of existence in which all of their days had run. Most of the sermons, however, were strangely irrelevant and incoherent."

**WHAT IS THIS DISEASE THAT IS COMING UPON US?**

Like a thief at night it steals in upon us unawares. Many persons have pains about the chest and sides, and sometimes in the back. They feel dull and sleepy. The mouth has a bad taste, especially in the morning. A sort of sticky slime collects about the teeth. The appetite is poor, There is a feeling like a heavy load on the stomach; sometimes a faint, all-gone sensation at the pit of the stomach which food does not satisfy. The eyes are sunken the hands and feet become cold and feel clammy. After a while a cough sets in at first dry, but after a few months it is attended with a greenish colored expectoration. The afflicted one feels tired all the while, and sleep does not seem to afford any rese. After a time he becomes nervous, irritable, and gloomy, and has evil forebodings. There is a giddiness, a sort of whirling sensation in the head when rising up suddenly. The bowels become costive; the skin is dry and hot, at times; the blood becomes thick and stagnant; the whites of the eyes become tinged with yellow, the urine is scanty and high colored, depositing a sediment after standing. There is frequently a spitting up of the food, sometimes with a sweetish taste; this is frequently attended with palpitation of the heart; the vision becomes impaired with spots before the eyes; there is a feeling of great prostration and weakness. All of these symptoms are in turn present. It is thought that nearly one-third of our population has this disease in some of its varied forms. It has been found that medical men have mistaken the nature of this disease. Some have treated for liver complaint, others for kidney disease, etc., etc., but none of the various kinds of treatment have been attended with success, because the remedy should be such as to act harmoniously upon each of these organs, and upon the stomach as well; for in dyspepsia [for this is really what the disease is] all of these organs partake of this disease and require a remedy that will act upon all at the same time. Seigel's Curative Syrup acts like a charm in this class of complaints, giving almost immediate relief. The following letters from chemists of standing in the community where they live show in what estimation the article is held.

John Archer, Harthill, near Sheffield:—I can confidently recommend it to all who may be suffering from liver or stomach complaints, having the testimony of my customers, who have derived great benefit from the Syrup and Pills. The sale is increasing wonderfully.

Geo. A. Webb, 141 York street, Belfast:—I have sold a large quantity, and the parties have testified to its being what you represent it

Robt. G. Gould, 27 High street, Andover:—I have always taken a great interest in your medicines, and I have recommended them, as I have found numerous cases of cure from their use.

Thomas Chapman, West Auckland:—find that the trade steadily increases. I sell more of your medicines than any other kind.

N. Darroll, Clun, Salop:—All who buy it are pleased, and recommend it.

Jos. Balkwill, A. P. S., Kingsbridge:—The public seem to appreciate their great value.

A. Armstead, Market street, Dalton-on Furness:—It is needless for me to say that your valuable medicines have great sale in this district—greater than any other I know of, giving great satisfaction.

Robt. Laine, Melkham.—I can well recommend the Curative Syrup from having proved its efficacy for indigestion myself.

Friockheim, Arbroath, Forfarshire, Sept. 23, 1882:

Dear Sir,—Last year I sent you a letter recommending Mother Siegel's Syrup. I have very much pleasure in still bearing testimony to the very satisfactory results of the famed Syrup and Pills. Most patent medicines die out with me, but Mother Siegel has had a steady sale ever since I commenced, and is still in as great demand as when I first began to sell the medicine. The cures which have come under my notice are chiefly those of liver complain and general debility.

A certain minister in my neighborhood says it is the only thing which has benefited him and restored him to his normal condition of health after being unable to preach for a considerable length of times I could mention also a great many other cases, but space would not allow. A near friend of mine, who is very much addicted to costiveness, or constipation, finds that mother Seigel's Pills are the only pills which suit his complaint. All other pills cause a reaction which is very annoying Mother Seigel's Pills do not leave a bad after-effect. I have much pleasure in commending again to suffering humanity Mother Seigel's medicines, which are no sham. If this letter is of any service, you can publish it.

Yours, very truly,
(Signed) WILLIAM S. GLASS, Chemist

A. J. White, Esq.

To Mr. A. J. White.

Preston, Sept. 21st, 1883.

My Dear Sir,—Your Syrup and Pills are still very popular with my customers, many saying they are the best family medicines possible.

The other day a customer came for two bottles of Syrup and said "Mother Seigel" had saved the life of his wife, and he added, "one of these bottles I am sending fifteen miles away to a friend who is very ill. I have much faith in it."

The sale keeps up wonderfully, in fact one would fancy almost that the people, were beginning to breadfast, din, and sup on Mother Seigel's Syrup, the demand is so constant and the satisfaction so great.

I am, dear Sir, yours faithfully,
[Signed] W. Bowker.

To A. J. White, Esq.

For sale by all Druggists and A. J. White, Limited, 67 St. James Street City.

—Old friend—You ought to be proud of your wife, Tom. Host—Yes? Old friend—She's a most brilliant talker. Host—She ought to be. Old friend—I could listen to her for a whole night. Host (wearily)—I often do.

—In anticipation of a large influx of country people on circus-day an enterprising Kentucky merchant strung the following suggestive sign across the walk in front of his grocery store:—"Don't go somewhere else to be swindled: walk in here."

—They were sailing on the beautiful waters of Minnetonka, and she looked up into his eyes and asked him to tell her about all the different boats. "George," she said, "what's a brig, and a schooner and a yacht? and O, George, what's that little fishing boat out there?"

"That, Angie, is a smack."

[Sweetly.] "George, couldn't—er—couldn't you give me a—er—a fishing boat?"

# TRADE AND COMMERCE.

SEMI-ANNUAL DIVIDENDS.

| | | Payable. | Books Close. |
|---|---|---|---|
| Banque du Peuple.. | 3 p.c.. | 7 Sept. | 15 Aug. |
| Can. Pac. R.R. Co.. | 1½ p.c. | 18 Aug. | 27 July |

FINANCIAL.

THE HERALD OFFICE,
Thursday Evening, August 13, 1885.

**The Montreal Stock Market.**

The stock market was very dull this forenoon, and only a small volume of business was transacted at about yesterday's prices. In the afternoon, however, a better feeling was prevalent, and a little more business was done, with scarcely any change in prices, except for City Passenger, which was active and strong. The opening sales were made at 121 and the closing at a full point higher. Gas was also more active, and prices advanced from 187¾@188¼, the latter being an advance of ¼ over Tuesday's highest price.

The transactions in miscellaneous stocks were limlted to Montreal Telegraph, City Passenger and Gas. The market closed strong.

The transactions to-day were 290 shares of bank stocks and 875 shares of miscellaneous, making in the aggregate 1,165 shares, as follows :—

MORNING BOARD.

1 Montreal at........................201½
30 do ........................200⅞
50 Ontario at........................108½
51 People's at........................ 80
30 Mont. Tel. at........................126½
75 City Pass. at........................121
125 " at........................121½

AFTERNOON BOARD.

25 Montreal at........................201¼
10 do ........................201
10 People's at........................ 80
10 Toronto at........................185
50 Merchants at........................115
28 Commerce at........................127½
25 do ........................127⅜
40 Mont. Tel. at........................126½
25 City Pass. at........................121½
25 do ........................121½
50 do ........................121⅜
100 do ........................122
50 Gas at........................187¾
255 do ........................188
100 do ........................188½

The following are the closing quotations of the stock market as specially reported for THE HERALD by D. Lorn MacDougall, 11 Hospital street :—

| STOCKS. | Value Shares | Last Hf-yly Div'd | Sellers per c.t. | Buyer. per c.t |
|---|---|---|---|---|
| Bank of Montreal.... | $200 | 5 & 1 | 201½ | 201 |
| Ontario Bank.... .... | 100 | 3 p.c. | 109 | 108 |
| Bank B. N. A.......... | £50 | 3 p.c. | ...... | ...... |
| Banque du Peuple..... | $ 50 | ...... | 82 | 79 |
| Molsons Bank......... | 50 | 4 p.c. | 126 | 120½ |
| Bank of Toronto...... | 100 | 4 p.c. | 185¾ | 184¾ |
| Bank Jacques Cartier. | 25 | 3 p.c. | 65 | 57 |
| Merchant's Bank...... | 100 | 3½p.c. | 115 | 114½ |
| Bank d'Hochelaga.... | 100 | 3 p.c. | 81 | ...... |
| East'n Township B'k. | 50 | 3½p.c. | ...... | 107 |
| Quebec Bank.......... | 100 | 3½p.c. | ...... | ...... |
| Banque Nationale.... | 50 | 2 p.c. | ...... | ...... |
| Union Bank........... | 100 | 2 p.c. | 75 | 50 |
| Can. B'k of Commerce | 50 | 4 p.c. | 128 | 127½ |
| Dominion Bank...... | 50 | 5 p.c. | ...... | ...... |
| Bank of Hamilton.... | 100 | 4 p.c. | ...... | ...... |
| Ville Marie........... | 100 | 3½p.c. | ...... | 81 |
| Standard Bank....... | 50 | 3½p.c. | ...... | ...... |
| Federal Bank......... | 100 | 4 p.c. | 97 | ...... |
| Imperial Bank........ | 100 | 4 p.c. | ...... | ...... |
| MISCELLANEOUS. | | | | |
| Intercolonial Coal Co | 100 | ...... | 30 | ...... |
| do bonds........... | ...... | ...... | 91 | ...... |
| Montreal Tel'gr'ph Co | 40 | 4 p.c. | 126½ | 126¼ |
| Dominion Tel'gr'ph Co | 50 | 3 p.c. | ...... | ...... |
| Western Union Tel. Co | 100 | 7 p.c. | ...... | ...... |
| Rich & Ont Nav. Co.. | 100 | 3 p.c. | 58¾ | 58 |
| City Passenger RR.... | 50 | 3½p.c. | 122 | 121¾ |
| City Gas Co........... | 40 | 6 p.c. | 188½ | 188 |
| Cornwall Gas Co..... | ...... | ...... | ...... | ...... |
| Canada Cotton Co..... | 100 | ...... | 58 | 52 |
| Canada Paper Co..... | 100 | 5 p.c. | 120 | ...... |
| Canada Shipping Co.. | 100 | 2½p.c. | 70 | ...... |
| Dundas Cotton Co..... | 100 | ...... | ...... | ...... |
| Mont. Loan&Mort'gCo | 25 | 3 p.c. | 78 | ...... |
| Mont. Invest&Bldg. Co | 50 | ...... | ...... | ...... |
| Royal Can. Ins. Co.... | 100 | 3 p.c. | ...... | ...... |
| Montreal Cotton Co.. | 100 | ...... | 75 | 50 |
| Stormont Cotton Co.. | 100 | ...... | ...... | ...... |
| Hudon Cotton Co..... | 100 | ...... | 80 | 75 |
| Bell Telephone Co..... | 100 | 3½p.c. | ...... | ...... |
| Guarantee N.A. | 50 | 3 p.c. | ...... | 92 |
| Accident Ins. A | 100 | 3 p.c. | ...... | 95 |
| Dominion Cattle C | 100 | 10p.c. | ...... | ...... |
| L. Ch'n&St. Law J'n B | ...... | ...... | ...... | ...... |
| Canada Cent'l R'y Bus | ...... | ...... | ...... | 105½ |
| St. Paul, M&M. R'y... | 100 | 3½p.c. | ...... | ...... |
| Canadian Pacific Ry.. | 100 | 2½p.c. | 46 | 45 |
| Mont. 7 p.c. Stock..... | 100 | ...... | ...... | ...... |
| Canada N W Land Co | £10sg | ...... | 43s | ...... |
| Can. Pacific L.G.B.... | ...... | ...... | 99 | 97 |

*Ex-Div

**Exchange.**

New York funds were quiet and unchanged at 1-16 discount to par between banks, and ⅛@¼ premium over the counter. Sterling was very strong, the rates being 9@9 3-16 between banks and 9¼@9⅜ over the counter for sixties ; 9⅝@9 9-16 between banks and 9⅝@9¾ over the counter for demand drafts, and 10 over the counter for cables. Documentary sixties were unchanged at 8⅜@8½, and cattle bills were 8⅝@8¾.

In New York sterling exchange was also very strong. The posted rates were advanced one half cent in the £, being 4.86½ for sixties and 4.88½ for demand drafts. The rates for actual business were 4.85¼@4.85½ for sixties, 4.87@4.87¼ for demand drafts and 4.87½ for cables.

The following foreign exchange quotations are reported specially for THE HERALD, by Messrs. Brais & Jackson brokers, 57 St. Francois Xavier street :—

| In New York | | Aug 12 | —In Montreal— | |
|---|---|---|---|---|
| Pstd | Actual. | N. Y. Funds | Bet. banks | Counter. |
| 4.86½ | 4.85¼@½ | Stg. 60 d'ys. | 1-16@Par | ⅛@¼ |
| 4.88½ | 4.87 @¼ | Do. dem.... | 9@9 3-16 | 9¼@⅜ |
| | 4.87 | Do. cables.. | 9⅝@9 9-16 | 9⅝@¾ 10 |

**The New York Stock Market.**

This market was again a very mixed one to-day, and its fluctuations were of a singular character, being at one time of an upward character, then irregular, then downward, followed by an upward movement, then closing irregular and feverish. Lackawanna was weak and closed at the lowest price of the day. North Western opened at 102⅞, touched 103¼, and closed at 102⅛. St. Paul opened at the highest figures of the day, declined to 78⅞ and closed at ⅛ higher. Lake Shore was weak, opening at 71⅝ and closing ⅞ lower at 70⅝. New York Central opened at the highest price of the day (98) and declined to 97¼, but afterwards took an upward movement and closed ⅛ higher at 97⅜. Illinois Central was steady, with but little trading. Union Pacific was weak, opening at the highest price of the day and closing at the lowest, having declined 1½ during the day. Western Union was also weak, opening at 59½ and closing ⅞ lower at 68⅝, having in the meantime, however, touched 70. Canadian Pacific was firm, the opening price being within ⅛ of the lowest of the day. The small-priced stocks were strong. The market closed irregular and feverish.

The total sales of stocks to-day were 251,600 shares.

West Shore bonds were steady, the fluctuations not exceeding ½ per cent. The total sales were 31,900.

The following result appears from a comparison between to-day's and yesterday closing prices:---

Advanced—Can Pacific ⅛, Cent. Pacific ⅜, Erie ⅛, Erie bonds ⅜, Illinois Central ⅝, Kan. & Tex. ⅛, Erie & West 1⅜, Louisville & Nashville 1, North. Pac. ⅛, do pref. ⅛, North-West pref. 1, Ontario & West. ⅝, Ohio Central ⅜, Reading ⅛, Rock Island ⅞, St. Paul & Omaha ⅛, Texas Pacific ⅛, Wabash ⅛, do pref. 1⅛.

Declined—Chicago, B. & Q. ⅛, Canada South ⅛, Del., Lack. & West. ⅞, Del. & Hudson ⅛, Denver & Rio G. ⅛, Lake Shore, ⅛, Mobile & Ohio ⅜, Missouri Pac. ⅝, New Jersey Central ⅝, New York Central ⅛, North-West ¾, Oregon Trans. ⅛, Pacific Mail ¼, St. Paul 1⅜, St. Paul & Omaha pref. ⅞, Union Pacific ¾, Western Union ⅞, West Shore bonds ⅛.

The following were the fluctuations in prices and the sales made in New York to-day, as specially reported for THE HERALD by Macdougall Brothers, stock brokers, St. Francois Xavier street :—

| STOCKS. | Closing prev.day | Opening | 1.40 | Closing. | Sales. |
|---|---|---|---|---|---|
| Chic., B. & Q.......... | 130½ | 130¼ | .... | 130¼ | 1100 |
| Canada South........... | 36 | 35⅞ | .... | 35¾ | 200 |
| Canada Pac ex-div...... | 44¾ | 45½ | 45 | 45½ | 3600 |
| Central Pac............ | 34⅜ | 35 | 34¾ | 35⅜ | 2800 |
| Ches. & Ohio........... | .... | 7½ | 7½ | 7½ | 1300 |
| C., C., C. & I.......... | 38 | .... | .... | .... | .... |
| Chic. & Alton.......... | .... | .... | .... | .... | .... |
| Del., Lack. & West..... | 99⅝ | 99¾ | 99⅜ | 98⅞ | 28600 |
| Del. & Hudson.......... | 82 | 82½ | .... | 82½ | 400 |
| Denver & Rio G......... | 12 | 12⅛ | .... | 11⅞ | 300 |
| Erie................... | 16⅛ | 16⅜ | .... | 16¼ | 1500 |
| Erie pref.............. | .... | .... | .... | .... | .... |
| Erie bonds............. | 63⅜ | 63¾ | 63⅜ | 63¾ | ...... |
| Ill. Central........... | 129⅞ | 130 | 130⅛ | 129⅞ | 890 |
| Kansas & Tex........... | 23⅛ | 23½ | 23⅝ | 23⅞ | 17900 |
| Erie & Western......... | 5⅛ | 6⅜ | 6¼ | 6⅛ | 800 |
| Lake Shore ............ | 71¼ | 71⅝ | 70⅞ | 70¾ | 13100 |
| Louisville & Nash...... | 43½ | 44 | 45 | 44¾ | 1900 |
| Michigan Cent.......... | 64 | .... | .... | .... | ...... |
| Mobile & Ohio.......... | 13 | 10½ | .... | 12⅝ | ...... |
| Missouri Pac........... | 94⅜ | 95 | 94½ | 93¾ | 400 |
| N. J. Central.......... | 50⅝ | 50¾ | 50⅝ | 50¼ | 9000 |
| N. Y. Central.......... | 97⅞ | 98 | 97¼ | 97⅜ | 15700 |
| Northern Pac........... | 23 | 23⅛ | 23¼ | 23¼ | 1200 |
| Northern Pac. pref..... | 48⅜ | 48⅝ | 48⅝ | 48⅞ | 19200 |
| North-West............. | 102⅞ | 102⅞ | 102⅛ | 102⅛ | 17100 |
| North-West pref........ | 138 | 139½ | 139 | 139 | 600 |
| N. Y., L. & West....... | .... | .... | .... | .... | ...... |
| Oregon Trans........... | 20 | 20¼ | 20 | 19⅞ | 4100 |
| Ontario & West......... | 12⅞ | 14 | 13½ | 13½ | 3200 |
| Ohio & Miss............ | .... | .... | .... | .... | ...... |
| Ohio Central........... | ¾ | ⅞ | 1½ | 1⅛ | 3700 |
| Pacific Mail........... | 49½ | 49⅛ | .... | 49 | 1000 |
| Reading................ | 20½ | 21 | 20⅝ | 21 | 15700 |
| Rock Island............ | 119¾ | 120¾ | .... | 120⅝ | 2300 |
| St. Paul............... | 80⅜ | 80½ | 79⅜ | 79 | 36000 |
| St. Paul pref.......... | 113½ | 113 | .... | .... | 200 |
| St. Paul, M.&M......... | 106 | .... | .... | .... | ...... |
| St. Paul & Omaha....... | 27½ | 27¾ | .... | 27¾ | 200 |
| St. Paul & Omaha pref.. | 85½ | 84½ | 84⅝ | 84⅝ | 600 |
| Texas Pacific.......... | 15¼ | 15¼ | 15⅝ | 15¼ | 6200 |
| Union Pacific.......... | 48⅞ | 49½ | 48⅝ | 48⅛ | 8200 |
| Wabash................. | 6⅝ | 6⅝ | .... | 8⅛ | 8900 |
| Wabash pref............ | 13 | 13⅝ | 13¾ | 14½ | 2100 |
| West Shore Bonds....... | 43¼ | 43⅜ | 42¾ | 43 | 31900 |
| West Union............. | 69½ | 69½ | 68⅞ | 68⅝ | 20700 |
| Exchange............... | 486 | 488½ | 486½ | 486½ | ...... |
| Money.................. | 1½ | 1½ | 1½ | 2 | ...... |

**Financial Notes.**

There is no change to note in the tone of the money market here. Call loans on stock collaterals are 3 per cent. and discounts of approved commercitl paper are 7 per cent.

The rates for call loans on stocks at the New York Stock Exchange was 1½, 2 and 1½ per cent., closing at 1½ per cent.

At the weekly meeting of the directorate of the Bank of England to-day in London the bank rate of discount was unchanged, being still 2 per cent.

The London open market rate for money was again unchanged at 1¼ per cent.

The rate for consols in the London market this morning was 1-16 higher at 99 13-16 for money and the account, and in the afternoon they advanced ⅛ more and closed at 99⅞. United States 4½ per cent. bonds were ⅛ higher at 115⅝.

Railway properties were higher this morning, Canadian Pacific being 46⅜, Erie 16¾, New York Central 100¼, and Illinois Central 133¾, ex-div., but at the close Canadian Pacific was ⅛ lower than in the morning, at 46¼, an advance of ⅛, however, from yesterday's closing figures. Erie was 16⅞, New York Central was 100⅝, while Illinois Central was unchanged.

The quotations received from Paris for 3 per cent, *rentes* were as follows :—12. 30 p. m., 80f. 75c. ; 2.30 p. m., 80f. 77½c. ; 4 p. m., 80f. 75c.

Canadian Pacific at the New York Stock Exchange opened at 45½, and closed at 45¼, with sales of 3,600 shares.

**PERSONAL.**

Yesterday, Mr. D. Lorn MacDougall, who is now with his family at Cacouna, entered upon his 75th year. Mr. Macdougall is the *doyen* of the stock brokers in this city, and was, if we mistake not, one of the founders of the Montreal Stock Exchange. He has the hearty congratulations of the community generally, and their best wishes that he may be spared for many years to grace the position he so popularly enjoys on the Stock Exchange.

**CANADIAN PACIFIC RAILWAY COMPANY.**

Return of traffic from August 1st to August 7th :—

RECEIPTS :

| | |
|---|---|
| 1885.............................. | 185,000 00 |
| 1884.............................. | 135,000 00 |
| Increase 1885.................... | $50,000 00 |

**GRAND TRUNK RAILWAY.**

Return of traffic for the week ending 8th August, 1885 :—

| | 1885. | Cor. week 1884. |
|---|---|---|
| Passengers, Express and mail.................... | $195,546 | $135,003 |
| Freight and live stock...... | 167,792 | 201,763 |
| Total.................. | $274,338 | $336,766 |
| Decrease, 1885............ | $62,428 | |

**THE OIL MARKET.**

To-day's quotations, furnished by the Doran & Wright Co., limited, give the following results in the New York market :—

| Opening. | Highest. | Lowest. | Closing |
|---|---|---|---|
| 98 | 99 | 98 | 98⅝ |

OIL CITY, August 13.—Sales, 1,158,000 ; shipments 79,519 ; runs, 66,896.

FARM CITY, August 12.—Beale's well made 42 barrels the last 24 hours. J. B. Smithman's No. 4, on the Wisher farm, is 10 feet in the sand, and showing large. It is on the next location south of No. 3, which is pumping 70 barrels. No. 4 is flowing occasionally, and will probably make 100 barrels. Urquhart & Laven's No. 11, on the Hess farm, is a 73-barrel natural. It was completed yesterday, and it is located across the road from the Kosh & Goettel producer. The well on the Hall farm was shot to-day, and is showing for 70 to 75 barrels. Producer No. 2, on the Hess, should get through the sand this week. Stanly & Co.'s No. 1, on the Dietrich, located 300 feet north of the Koch & Goettel producer, is making 50 barrels. J. B. Smithman's No. 1 on the Hess farm, is pumping 80 barrels. Magee & Co. are drilling on the Long farm at a depth of 600 feet. This well is on the same line south-west of the field as the Bawn farm well, and will be another test for the extension in that direction. A line west of the Bawn would run the belt into the Millar farm. Druyhole, Kosh Bros. & Goettel should reach the sand this week with their No. 2 on the Hess farm. Kechler & Co. are at work on the Scheder farm. The production of the field is estimated at about 200 barrels per day.

MCKEESPORT, Pa., August 12.—Drilled a well all day until three o'clock with no change in it.

**SPECIAL COAL REPORT.**

[The New York Journal of Commerce.]

PHILADELPHIA, August 11.—A good deal of anthracite is being stored, and ceal is artificially scarce at Port Richmond. An advance in selling prices is secretly contemplated for September 1, with a September curtailment conditioned on the continued dullness in demand The production for the year is 15,733,462 tons. Total bituminous shipments east, 3,358,000 tons. A sharp competition is in progress in lake ports among bituminous producers. Local and line traffic is insignificant, and heavy eastern requirements are withheld until the results of influence at work are known.

**PRODUCE AND PROVISIONS.**

MONTREAL, August 13, 1885.

**Breadstuffs.**

FLOUR—There was considerable business done to-day in broken lots. The market is firm and holders are confident that higher prices are near at hand, as Western millers are not disposed to make concessions. The only sales reported on 'Change to-day were 400 barrels patent superior at $4.35, 150 barrels do. at $4.45. The sales reportad to THE HERALD were 250 barrels Manitoba strong bakers' at $4.45. Quotations are unchanged. We quote :—

| | | | |
|---|---|---|---|
| Superior Extra, per brl... | $4.30 | @ | 4.40 |
| Extra Superfine.......... | 4.10 | @ | 4.15 |
| Fancy.................... | 3.85 | @ | 3.90 |
| Spring Extra ............ | 3.80 | @ | 3.90 |
| Superfine................ | 3.60 | @ | 3.70 |
| Strong Bakers', Manitoba.. | 4.45 | @ | 4.55 |
| Strong Bakers' [Canadian]. | 4.25 | @ | 4.40 |
| Strong Bakers' [American]. | 4.50 | @ | 4 60 |
| Fine..................... | 3.55 | @ | 3.60 |
| Middlings................ | 3.30 | @ | 3.40 |
| Pollards................. | 3.00 | @ | 3.10 |
| Ontario bags [medium] b.i. | 2.10 | @ | 2.15 |
| " " [spring extra]. | 1.95 | @ | 2.00 |
| " " [superfine]... | 1.85 | @ | 1.90 |
| City bags [delivered]..... | 2.25 | @ | 2.30 |

OATMEAL—We quote :—

| | | | |
|---|---|---|---|
| Granulated, per bbl....... | $4.30 | @ | $4.55 |
| " bags...... | 2.10 | @ | 2.25 |
| Ordinary, per bbl......... | 4.00 | @ | 4.25 |
| " bags........ | 1.95 | @ | 2.05 |

CORNMEAL—Quotations are :—

| | | | |
|---|---|---|---|
| White, per bbl............ | $0.00 | @ | $3.10 |
| " " bag............ | 0.00 | @ | 1.45 |
| Yellow, per bbl........... | 0.00 | @ | 3.00 |
| " " bbl............ | 0.00 | @ | 1.40 |

WHEAT—The market is still inactive and quotations are nominal. We quote : Canada winter, No. 2, 90c@92½c; red, No. 2, 90c@92½c ; Canada spring, No. 2, 90c@92½c per bushel of 60 lbs.

COARSE GRAINS.—The market is quiet and unchanged, quotations being :—Corn, 54c @ 56c in bond, and 61c@63c duty paid per bushel of 56 lbs.; peas, 77c@78c per bushel of 66 lbs.; oats, 33c@34c per bushel of 32 lbs.; barley, 50c@65c, according to quality, per bushel of 48 lbs.; rye, 67c@68 per bushel of 56 lbs.

MALT—Is unchanged at 80c@90cc in bond per bushel of 36 lbs.

MILL-FEED is steady. We quote : —Bran, $14 ; shorts, $15@16 ; provender, $23@24 per ton of 2,000 lbs.

DAILY RECEIPTS.

The receipts of grain and produce by the C. P. R. and Lachine Canal to-day, Thursday, 13th August, up to 6 p.m. were as follows :—

| | C.P.R. | Lachine Canal. |
|---|---|---|
| Wheat, bush........... | 10,009 | .... |
| Flour, bbls............. | 250 | .... |
| Ashes, bbls............. | .... | 11 |
| Butter, pkgs........... | 5 | 15 |
| Cheese, bxs............ | 1,378 | 2,540 |
| Pork, bbls.............. | 90 | .... |
| Tallow, bbls............ | .... | 3 |
| Leather, rolls.......... | .... | 24 |

The receipts by G. T. R. yesterday, Wednesday, 12th August, were as follows :—

| | |
|---|---|
| Wheat, bush.................. | 10,200 |
| Peas, bush................... | 550 |
| Oats, bush................... | 1,700 |
| Flour bbls................... | 380 |
| Ashes, bbls.................. | 3 |
| Butter, pkgs................. | 623 |
| Cheese, bxs.................. | 2,008 |
| Leather, rolls............... | 134 |
| Whisky and Highwines, caks.... | 50 |
| Tobacco, pkgs................ | 2 |

**Liverpool Breadstuffs and Provisions.**

The breadstuffs market in Liverpool was cabled to the Associated Press as follows : — Wheat firm, fair demand, offerings moderate. Corn firm and in fair demand. Quotations were unchanged.

In the provision markets pork, lard, tallow and cheese were unchanged. Bacon was 6d. lower.

| | Aug.12, 6 p.m. | Aug. 13, 6 p.m. |
|---|---|---|
| | s. d. s. d. | s. d. s. d. |
| Spring wheat...... | 6 10 @ 7 0 | 6 10 @ 7 0 |
| Red Winter........ | 7 0 — 7 2 | 7 0 — 7 2 |
| No. 1 California.... | 7 2 — 7 4 | 7 2 — 7 4 |
| No. 2 California.... | 6 9 — 7 1 | 6 9 — 7 1 |
| Corn............... | 4 7½ — 0 0 | 4 7½ — 0 0 |
| Peas............... | 5 8 — 0 0 | 5 8 — 0 0 |
| Pork............... | 55 0 — 0 0 | 55 0 — 0 0 |
| Lard............... | 33 6 —00 0 | 33 6 — 0 0 |
| Bacon.............. | 30 6 —31 6 | 30 0 — 31 0 |
| Tallow............. | 27 3 — 0 0 | 27 3 — 0 0 |
| Cheese, new........ | 39 0 — 0 0 | 39 0 — 0 0 |

Beerbohm's cable advices to-day : Cargoes off coast, wheat, firm ; corn, nothing offering. Cargoes on passage and for shipment, wheat and corn, firmly held. Red winter wheat, off coast, 34s; No. 1 California, wheat off coast 35s; red winter for prompt shipment, 34s; do for shipment this and next month, 34s; California, just shipped or promptly to be shipped, 36s ; do, nearly due, 35s. Arrivals off coast : wheat, large, corn, nil. On passage to the Continent: Wheat 130,000 qrs; corn 100,000 qrs. On passage to the United Kingdom: Wheat and flour, 1,825,000 qrs; corn, 199,000 qrs. Liverpool wheat, spot, firmly held; corn, inactive. Liverpool : bacon, l. c., 30s; do l. c., 31s; hams, l. c., 20 lbs. average 45s 6d; prime city tallow, 27s.

**Chicago Markets.**

The cash prices for grain and provisions in the Chicago markets this afternoon were : Wheat 86½c, corn 46½c, oats 25½c, pork $9.22½, lard $6.22½, short ribs $5.40.

The closing quotations for grain and provisions in the Chicago option markets to-day, as compared with those of August 1st and yesterday, were as follows :—

| | Aug. 1. | Yesterday. | To-day. |
|---|---|---|---|
| Sept. wheat........ | 89⅞ | 88⅝ | 87½ |
| Oct. wheat......... | 92½ | 90½ | 90½ |
| Nov. wheat......... | 94½ | 92⅜ | 92⅛ |
| Sept. corn......... | 45⅞ | 46¼ | 46¼ |
| Oct. corn.......... | 45½ | 45½ | 44½ |
| Nov. corn.......... | .... | .... | 40⅝ |
| Sept. oats......... | 24½ | 24⅞ | 24½ |
| Oct. oats.......... | 25 | 25⅛ | 25 |
| Sept. pork......... | 10 20 | 9 20 | 9 15 |
| Oct. pork.......... | 10 27½ | 9 27½ | 9 20 |
| Nov. pork.......... | .... | 9 05 | 9 05 |
| Sept. lard......... | 6 60 | 6 25 | 6 22½ |
| Oct. lard.......... | 6 67½ | 6 30 | 6 30 |
| Nov. lard.......... | .... | 6 20 | 6 17½ |

E. McLennan, 22 St. John street (Western Chambers), reports the Chicago grain and provision market as follows :—

CHICAGO, Aug. 13th, 1885.

| | Op'g. | Hi'st | Lo'st | Closing. | S'm day last year |
|---|---|---|---|---|---|
| WHEAT— | $ | $ | $ | $ | $ |
| Aug......... | ...... | ...... | ...... | 0 86½ | 0 78½ |
| Sept......... | 0 88⅛ | 0 88⅝ | 0 87½ | 0 87⅞ | 0 81⅛ |
| Oct.......... | 0 90¼ | 0 90½ | 0 90⅛ | 0 9.⅛ | 0 82½ |
| CORN— | | | | | |
| Aug......... | ...... | ...... | ...... | 0 47½ | 0 52½ |
| Sept......... | 0 46½ | 0 46½ | 0 46 | 0 47½ | 0 51¾ |
| Oct.......... | 0 45¼ | 0 45¼ | 0 44½ | 0 44½ | 0 50½ |
| OATS— | | | | | |
| Aug......... | ...... | ...... | ...... | 0 25½ | 0 25½ |
| Sept......... | 0 24½ | 0 24½ | 0 24½ | 0 24⅜ | 0 25½ |
| Oct.......... | 0 25¼ | 0 25¼ | 0 25 | 0 25 | 0 25⅜ |
| PORK— | | | | | |
| Aug......... | ...... | ...... | ...... | 9 15 | 26 00 |
| Sept......... | 9 27½ | 9 27½ | 9 10 | 9 12 | 22 50 |
| Oct.......... | 9 57 | 9 50 | 9 17½ | 9 20 | ...... |
| LARD— | | | | | |
| Aug......... | ...... | ...... | ...... | 6 22½ | 7 42½ |
| Sept......... | 6 27½ | 6 27½ | 6 22½ | 6 22½ | 7 52½ |
| Oct.......... | 6 30 | 6 30 | 6 30 | 6 30 | 7 62½ |
| RIBS— | | | | | |
| Aug......... | 5 40 | ...... | ...... | 5 40 | ...... |
| Sept......... | 5 40 | ...... | ...... | 5 40 | 9 70 |
| Oct.......... | 5 45 | ...... | ...... | 5 45 | 9 42½ |

LIVE HOGS.—Yesterday's official receipts were 13,291 hogs ; the shipments were 6671 and there were 4000 left over. The estimated receipts for to-day were 13,000. Light grades were $4.00@$5.85 ; mixed packing $4.00@$4.30 ; heavy shipping, $4.30@$4.65.

CATTLE.—To-day's receipts were 8000 head. The market was slow.

Closing prices to-day :—

New York, 2.17 p.m.—Wheat 88⅞c Aug., 89⅞, September, $1.02 asked October, $1.03⅞ November, $1.05⅞ December, $1.07½ nom. Jan., 1.09½ nom. February. Corn, 54 asked August, 53½ September, 53c October, 52½c bid Nov., 50c nominal December. Oats 32½c August, 31c September, 31½c October.

Milwaukee, 2.30—Wheat, close, 87⅞c September, 90 October.

Toledo, 2.25—Wheat, 95⅜c soft, L. D. 93c bid cash August, 94c asked Sept., 94⅞c asked October, 96½c November. Corn, 47⅞c cash August, asked Sept., 39c asked year, 39½c asked May. Oats 27c cash, August, 26⅞c September.

**Provisions.**

Trading in beef is slack. The market for pork is slow and unchanged, the advantage being on the side of the consumer, as traders are selling at a loss. Lard is quiet. Cut meats are in fair demand. Tallow is dull. Quotations are unchanged. We quote :—

| | | | |
|---|---|---|---|
| India mess beef, tierces.. | $25.00 | @$ | 0.00 |
| Mess beef, brls........... | 15.50 | @ | 0.00 |
| Montreal, S. C. pork...... | 13.50 | @ | 13.75 |
| Western S. C. do. .... | 13.25 | @ | 13.50 |
| Western Mess do. .... | 13.25 | @ | 13.50 |
| Lard, Fairbanks', per lb.. | 00.09¾ | @ | 00.10 |
| Do. Canadian.............. | 00.09 | @ | 00.09½ |
| Hams, uncovered, per lb.. | 00.11½ | @ | 00.12½ |
| Hams, canvassed, per lb.. | 00.12 | @ | 00.12½ |
| Bacon, per lb............ | 00 10½ | @ | 00.11 |
| Shoulders, per lb........ | 00.08 | @ | 00.09 |
| Tallow, per lb........... | 00.06½ | @ | 00.07½ |

**Dairy Products.**

BUTTER.—The market is dull and unchanged, quotations being :—Creamery, 17c @ 19c; Eastern Townships, 12c@17c; Morrisburg and Brockville, 12c@16c; Western, 10c@14c ; old, 6c@8c. These prices are for good-sized lots. Retail lots are 1c to 2c higher.

CHEESE.—The cable from Liverpool to the Associated Press is again unchanged. The market here continues quiet, and is barely steady, inclining to weakness. Buyers do not show much interest, although some sales for export by the Bristol boat, which leaves to-morrow morning, were made at quotations. We quote : Fancy, 6¾c@7⅛c, the latter being the top price ; fine, 6c@6½c ; other grades, 4c@5¾c.

**Eggs.**

The market is firm for strictly fresh and good, but weak for mixed lots, as low as 6c being asked for the latter in order to clear out old stock. Quotations are : Strictly fresh, 13½c@14c ; good, 12c@12½c; mixed lots, 10½c@11½c.

**Ashes.**

The volume of business is small, daily transactions consisting of lots of a few barrels. Receipts are moderate, but the stocks in store are more than ample for requirements. We quote No. 1 pots $3.85@$3.90 as to tares.

**MOVEMENTS OF GRAIN AND PRODUCE.**

WESTERN POINTS.

CHICAGO, August 13.

| | Receipts. | Shipments. |
|---|---|---|
| Flour, brls......... | 5,090 | 8,539 |
| Wheat, bush....... | 33,000 | 8,000 |
| Corn, bush......... | 170,000 | 196,000 |
| Oats, bush......... | 68,000 | 30,000 |
| Rye, bush.......... | 7,000 | 1,000 |
| Barley, bush....... | 3,000 | ...... |
| Pork, brls......... | 75 | 935 |
| Lard, tcs.......... | 24,600 | 368,38 |
| Cutmeats, lbs...... | 175,500 | 1,778,594 |
| Flaxseed........... | 68,990 | ...... |

MILWAUKEE, August 13.

| | | |
|---|---|---|
| Flour, brls......... | 2,090 | 1,676 |
| Wheat, bush........ | 3,000 | 1,000 |
| Corn, bush......... | 1,000 | ...... |
| Oats, bush......... | 3,000 | ...... |
| Rye, bush.......... | ...... | ...... |
| Barley, bush....... | ...... | ...... |

TOLEDO, August 13.

| | | |
|---|---|---|
| Wheat, bush........ | 5,975 | 37,884 |
| Corn, bush......... | 4,587 | 17,000 |
| Oats, bush......... | 10,563 | ...... |

DETROIT, August 13.

| | | |
|---|---|---|
| Wheat, bush........ | 36,902 | 9,644 |

SEABOARD PORTS.

NEW YORK, August 13.

| | Receipts. | Exports. |
|---|---|---|
| Flour, brls........ | 5,958 | 21,760 |
| Wheat, bush....... | 4,700 | 101,687 |
| Corn, bush........ | 75,900 | 53,277 |
| Oats, bush........ | 107,300 | 50 |
| Cornmeal, bbls.... | 625 | 960 |
| do sacks... | 445 | ...... |
| Rye, bush......... | 600 | 16,330 |
| Barley, bush...... | ...... | ...... |
| Malt.............. | 5,810 | ...... |
| Pork, brls........ | 160 | 1,734 |
| Beef.............. | 302 | ...... |
| Cutmeats.......... | 2,673 | ...... |
| Lard, lbs......... | 2,833 | 665,949 |
| Whiskey .... .... | 564 | ...... |
| Bacon, lbs........ | ...... | 278,166 |

**ARRIVALS OF PRODUCE.**

**Canadian Pacific Railway.**

August 13.

A. W. Ogilvie &co 10000 bushels wheat; order B. K. Hamilton 125 bbls flour 125 do do; L. N. Bourcier 5 pgs butter; P. Ulingsby 487 boxes cheese; order A. A. Davis 291 do; order J. Winders 300 do; Order 300 do; order Armont &co 90 barrels pork.

**Lachine Canal.**

August 11.

Per steamer Olive, from Portland—Warrington, 275 boxes cheese; Order 350 do; Ayer &co 123 do; Hodgson Bros. 175 do; Order 100 do; K. & Cookson 70 do; Allan 100 do; J. A. Vallincourt 5 packages butter.

Per steamer Alexandria, from Bay Quinte ports—T. Wilson &co 2 bbls potash; Clogg &co 22 do apples; Shannon 33 do; F. White 13 do; McQuinn & Cote 15 do; Hart & T 10 do; J. Barry 13 do; Canada S R co 44 bags bones; C. Sinton 9 casks potash; H & Brown 24 rolls leather; M. B. co 4 bales rags; J. A. Vaillincourt 5 tubs butter; Hodgson Bros. 495 boxes cheese; Ayer 365 do; Allan &co 209 do; Redford & co 106 do.

August 12.

Per steamer Welshman, from Ottawa—L. Chaput, F. &co 5 tubs butter; D. A. Macpherson 122 boxes cheese; Ransom F. &co 3 barrels tallow; James Moore 15 live hogs.

**EXPORTS.**

Per steamship Siberian, for Glasgow, H. & A. Allan, agents—H McLennan and co 5778 brsh corn 2365 wheat; A Haig 16012 do; A G MacBean 10000 do; Magor bros 1320 sacks oats; Norris and co 1038 do flour; J Mitchell 50 pkgs butter; W Stewart 5984 deals; R R Dobell 3032 do; J & H Taylor 3 pdgs pipes; J G Watson 1 bx; G T Ry 600 scks flour 740 do oatmeal 136 bxs meats 85 tierces do; 416 cs canned do; 300 bxs cheese; C P Ry 200 scks flour 316 do oatmeal; H & Allan 100 bxs cheese 24 brls bungs 513 cattle.

Per bark Henry A. Litchfield, of Rockland, for Montevideo f.o., Anderson McK& co agents—Export Lumber co 502,701 feet pine lumber.

Per bark Adeona, for Cardiff, Anderson, McK&co agents.— J Burstall&co 15400 deals 753 deal ends.

Per bark Buenos Ayres, Charles McLean agent— Export Lumber co 502486 feet pine lumber.

Per steamship Quebec, for Liverpool, D. Torrance & co agents.—J R Esdale 18088 bush corn; Lomer R&co 174 tons phosphate; Irwin H&co 322 bags asbestos; Anderson McK&co 15414 pieces deals 5856 boards; A G McBean 990 busk peas; David Torrance & co 304 cattle 594 sheep.

Per schooner Lady Belleau, for Labrador, C. A. Boucher, agent,—James Lord and co 500 bbls flour, 65 do pork, 95 tubs butter, 3 bbls oatmeal, 2 crates cabbages, 15 bbls potatoes, 15 bxs tobacco 10 bbls peas.

Per steamship Bonavista for St. Johns —Harvey and co 150 bbls flour, 500 hides; G.T.R. 1714 bbls flour. 117 ½ bbls pork; Magor Bros and co 350 bbls flour, 1200 sks do; John Baird and co 500 bbls flour, 50 tubs butter, 9 bls hay; John Browniag 500 bbls flour, 1 roll netting; W Clark 7 bxs meats; Crane and B 200 bbls flour; J E and co 35 trunks; Gault Bros 12 cs dry goods; Hood and Son 290 bxs soap; J Lord and co 625 bbls flour; J and R McLea 1 horse, 2 crates cabbages; M R M 2 kegs nails; Morton P&B 1 cs stationery; Norris&C 500 brls flour; J E Rendell 100 do pork, 100 do flour; Jas Roache 1 bx; J Pomet 6 crts cabbages; John Brown 7 do, 10 brls potatoes 2 brls cucumbers; T Foley 1 do do 10 crts cabbages, 1 crt onions, 150 bags potatoes; S, Munn&co 2,015 brls flour; C S Williams 5 crts cabbages.

Per steamship Romeo, for Barrow-in-Furness, J. G. Sidey agent—R R Dobell& co 40,286 deals, 2,348 ends, 20,175 boards.

Per steamship Regius, for London, Bryant, P. & B. agents—B, P & B 32.980 pine deals, 1,256 deal ends, 41,171 pcs pine boards; Anderson McK&co 30,297 pcs deals, 5,556 deal ends.

Per bark Achille F., for Penarth Roads, Anderson, McK. & Co. agents—Anderson, McK&co 14,677 pcs deals; Lomer R&co 100 tons phosphate. Imported and exported in the same bottom—4,000 cocoanuts and 60 gallons of rum.

**IMPORTS.**

**From Sea.**

Per steamship Corean, from London, H. & A. Allan, agents — Order H & A Allan 4 cases wine; A Wilson 1 case photo material; M Hicks & co 14 cs mdse ; Lemarche, P & co 1 cs ; Kyle, C & co 2 do; Order 10 do ; McFarlane, A & R 8 casks ink ; J R Barbeau 1 cs mdse; Taylor, L&co 1 do; Palmer & Son 3 do; A T Nordheimer 4 do; Order 22 pkgs tea; Tees, W&co 11 do; Boyd & co 1 pkg mdse; Tiffin Bros 22 hf chest tea; C P R Co 6 bales mdse; Currrie & co 600 casks cement; Doyle & A 78 hf chests tea; Order 253 do; Hodgson, S & co 15 pkgs mdse; Dougherty & co 73 boxes tea, 18 hf chests do; F Magor 159 cs pickles; Palmer & Son 1 cs mdse; C P R Co 6 do; Order 81 boxes tea; N Quintal & Son 48 do; Order 33 pkgs tea; Robertson & co 1 tierce brassware; Eupuis Freres 1 package mdse ; J Donnelly & Son 1 pkge; D Rea, Jr, 1 do; A Gault 1 do; S Greenshields, Son&co 4 do; Hermann L Scheyer&co 1 case hats; Order 16 pkgs wire and nails; Order 20 cks cement; Order 222 iron beams; Order 105 casks saltpetre; Evans Sons & Mason 8 casks glycerine; E Hensen 3 cs; Tellier, Rothwell&co 2 cs colors 4 bs tinware; F Thurmer 1 cs piano; Burland Lithographing Co 52 bales paper; Order 14 cs 2 pianos 1 cs samples 1 trunk 45 pkgs.

Through cargo, via Montreal—Samuel, Sons & Benjamin 70 kegs mdse; Potter&co 1 case stationery ; Order 182 cs glass; T Muckleston&co 84 pkgs galv'd iron wire ; Evans, Sons & Mason 3 cs mdse.

**MARKETS BY TELEGRAPH**

TO THE MONTREAL HERALD.

**Canadian.**

TORONTO, August 13.

GRAIN—Wheat, Fall No. 1, $0 00 @$0 00 ; No. 2, $0 88@ $0 00 ; No. 3, 85c @ 00c ; Spring No. 1, $0 00 @ $0 00 ; No. 2, $0 89@$0 00 ; No. 3, $0 00@ $0 00. Barley, No. 1, 00c @ 00c ; No. 2, 60c @ 00c ; No. 3 extra, 55c @ 00c ; No. 3, 50c @ 00c. Peas, No. 1, 00c@00c ; No. 2, 66c@00c. Oats, No. 1, 33c@34c ; No. 2, 00c @ 00c.

FLOUR—Superior, $3 95@$4 00 ; extra $3 75@$3 80.

Flour wanted but held too high. Wheat sold at 89½c for No. 2 Spring. Fall worth 88c. Oats quiet. Barley and peas nominal. Butter firm for choice dairy at 14c @15c, picked store 12c ; the best no buyers. Eggs increasing ; dull at 11c. Meats selling better and steadier.

**European.**

LIVERPOOL, August 13.

COTTON—Dull. Uplands, 5 9-16 ; Orleans, 5⅝d.

**United States.**

CHICAGO, August 13.

ENGAGEMENTS — Corn, 204,000 ; wheat, 52,000 ; oats, 15,000 bush.

FREIGHTS—Corn, 1½c@0c; wheat, 1⅝c @ 0c per bush.

LOOSE MEATS—S C, $5 55; S R, $5 35 ; L C, $5 25 ; shoulders, $3 80 ; G Hams, $8 75 @ $0 00 ; boxed meats, S C, $5 08 ; S R, $5 60 ; L C, $5 50 ; shoulders, $4 05 ; S P hams, $9 75 @$0 00.

[MIDNIGHT REPORT.]

FLOUR—More active.
WHEAT—Dull.
CORN—Firmer.
OATS—Quiet.
RYE—Quiet ; No. 2 58c.
BARLEY—Lifeless ; No. 2, 65c@00c.
PORK—Active.
LARD—Easier.
WHISKEY—Firm at $1 15.

NEW YORK, August 13.

COTTON—1.30 p m—Steady. Uplands, 10½c; Orleans, 10⅝c. Futures steady ; August 10.40, September 9.95, October 9.69, November 9.84.

PETROLEUM—2 15 p m—Crude, in barrels, 7¼c @ 7¾c; refined, 8¼c ; cases, 9⅜c.

TALLOW—Dull ; prime 5 3-16c@5¼c ; d. hogs, 6c@6⅜c.

[MIDNIGHT REPORT.]

FLOUR—Dull ; superfine State $3 25 @$3.75.

RYE FLOUR—Heavy ; superfine, $3 90 @$4 25.

CORNMEAL—Dull ; yellow western, $3 00@$3 30.

WHEAT—Dull.

RYE—Dull. Western, 64c @ 66c ; Canadian, 70c@71c ; State, 71c@72c.

BARLEY—Steady.

MALT—Steady ; Canada 00c@95c.

CORN—Dull.

OATS—Lower.

HAY—Steady ; shipping 75c.

HOPS—Dull and nominal.

COFFEE—Spot, fair ; Rio quiet at 8⅝c.

SUGAR—Firm ; fair to good refinery, 5 3-16c @ 5 5-16c; standard "A," 6⅛c @0c ; cut, loaf and crushed, 6 7-16c@00c ; powdered, 6⅝c@00c; granulated, 6½c @ 6 9-16c

MOLASSES—Dull ; 50 test 17c @ 17½c.

RICE—Steady.

TALLOW—Steady at 5c.

POTATOES—Quiet. Rose $2.25 @ $2.50. Norfolk $2 @ $2.50.

EGGS — Firm ; State, 15c @ 15½c ; Western, 13½c @ 14c; Canadian, 14c @ 14½c.

PORK—Dull ; mess, spot, $11 00 @ $00 00 ; clear back, $00 00 ; family mess, $00 00@$00 00.

BEEF—Dull.

CUT MEATS—Firm ; pickled bellies 6¼@6½c ; smoked bellies, 8¼c@ 0c ; pickled shoulders, 00c @ 0c ; pickled hams, 11½c@00c ; smoked hams, 00c ; middles dull ; long clear, 5⅞c.

LARD—Lower ; western steam, spot, $6.60@$0 00.

BUTTER—Firmer ; State, 14c @ 21c ; Western, 9c@20c.

CHEESE—Quiet. State, 5⅞c @ 7½c ; Western flat, 4c@6½c.

**Boston Produce Markets.**

August 13, 1885.

BUTTER—North. cmy., good to choice new, 20@21c ; f'cy, 22; New York and Vermont new dairy, 16c@17c; fancy, 18c; extra Western fresh-made creamery, 19c@20c ; fancy, 21c @ 00c ; common to good, 16c @ 18c ; Western ladle packed, 10c @ 12c ; do. fair to good, 9c @ 11c ; imitation creamery, choice, 12c @ 12½c. Jobbing prices range higher than these quotations.

CHEESE—Choice Northern, 7½c @ 7⅝c fancy 00c; do Lawrence Co., 8c@00c ; lower grades according to quality ; Western, 7c@7½c.

EGGS—Eastern, 15½c@16c; New York and Vermont, 15c@15½c ; Northern, 14½c@ 15c ; Western, 13½c@15c ; Island, 14½c@ 15c.

HAY—Choice prime, $22 00 @ 23 00 ; f'cy Can. held higher; fair to good, $20@21; choice Eastern fine, $19 00@$20 00 ; fair to good do., $16 @ $18 00 ; poor do., $15 00@$00 00 ; Eastern swale, $11 00 @ $00 00. Rye straw, choice, $20 00 @ $21 00 ; New York rye straw, $00 00 @ $00 00 ; oat straw, $10 00 @ $11 00 ; fancy, $00 00 per ton.

POTATOES—Long Island and New Jersey, $0 00 @$0 00 per barrel ; Bristol Ferry, $1 87 @ $2 00; Norfolk, $1 50 @$1 75 ; natives, $1 75 @ $1 87½ ; New York, $0 00 @ $0 00 ; sweets, red, $4 50 @$0 00 ; do yellow, $5 00@$5 50.


TAKE ALL IN ALL.

—*Take* all the Kidneys and Liver *Medicines*.

—Take all the *Blood* purifiers,

—Take all the *Dyspepsia* and Indigestion *cures*,

—Take all the *Ague*, Fever, and bilious *specifics*.

—Take all the *Brain* and Nerve force *revivers*.

—Take all the *Great* health restorers.

*In short*, take all the best qualities of all these and the—*best*,

—*Qualities* of all the best medicines in the world, and you will find that—*Hop —Bitters* have the best curative qualities and powers of all—*concentrated* in them,

—And that they will cure when any or all of these, singly or—*combined*, Fail !!!!

—A thorough trial will give positive proof of this.

Five years ago I broke down with kidney and liver complaint and rheumatism.

Since then I have been unable to be about at all. My liver became hard like wood ; my limbs were puffed up and filled with water.

All the best physicians agreed that nothing could cure me. I resolved to try Hop Bitters ; I have used seven bottles ; the hardness has all gone from my liver, the swelling from my limbs, and it has *worked a miracle* in my case ; otherwise I would have been now in my grave.

J. W. MOREY, Buffalo, Oct. 1, 1881

"I was dragged down with debt, poverty and suffering for years, caused by a sick family and large bills for doctoring.

I was completely discouraged, until one year ago, by the advice of my pastor, I commenced using Hop Bitters, and in one month we were all well, and none of us have seen a sick day since, and I want to say to all poor men, you can keep your families well a year with Hop Bitters for less than one doctor's visit will cost you. I know it."

—A WORKINGMAN.

None genuine without a bunch of green Hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.

HOLLOWAY'S PILLS.— Indigestion and Liver Complaints.—The digestion cannot be long or seriously disordered without the derangement being perceptible on the countenance. These Pills prevent both unpleasant consequences; they increase the appetite and, with the increase of desire for food, they augment the powers of digestion and assimilation in the stomach. Holloway's Pills deal most satisfactorily with deranged or diseased conditions of the many organs engaged in extracting nourishment for our bodies from our various diets—as the liver, stomach and bowels, over all of which they exercise the most salutary control. By resorting at an early stage of this malady to these purifying and laxative Pills, the dyspeptic is speedily restored to health and strength, and his sallowness gradually vanishes.

**It is surprising** how quickly Hanington's Quinine Wine and Iron, acting through the Blood, removes all Pimples and Blotches, and produces a clear, healthy skin. See that you get, "Hanington's," the *original* and *genuine*.


—A simple cure of sleeplessness has been advised by a Parisian physician for an American traveling through Europe who suffered from wakeful nights. The remedy was complete cessation of mental exertion in the evening, and the formation of a habit of retiring at the same time each evening. No letter writing, no reading of excitable books was allowed, and the mind was placed in as passive a state as possible. The American, who had been a victim of sleeplessness for years, returned home cured.


THE

# Weekly Herald

ONE OF THE BEST

WEEKLY PAPERS

Published in the

Dominion of Canada

It is published at the low price of

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**THE WEEKLY HERALD**

Is an Eight Page Paper, Seven Columns to the Page, making 56 Columns in all of the choicest reading matter, viz :—

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*Stories,*

*General News,*

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*Despatches,*

*Market Reports,*

*Miscellaneous Reading,*

*&c. &c.*

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Every Farmer should subscribe to the

**WeeklyHerald**

as the information he will gain therein will be invaluable to him, since he will be kept thoroughly acquainted with the fluctuations of the Markets and thus be enabled to take advantage of the best time to Buy as well as the best time to Sell.

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**Etc. Etc.**

The WEEKLY HERALD may fairly claim to be

**THE BEST DOLLAR'S WORTH**

of newspaper literature turned out in Canada—quantity, quality, form and type being everything that can be desired in a high class weekly.

ISSUED FROM THE

MONTREAL HERALD OFFICE,

VICTORIA SQUARE,

MONTREAL

### "TWO MEN AND A BOY."

**The South American Commission Makes its Report Upon Ecuador, Venezuela, and Guatemala.**

The Americans are leaving no stone unturned to improve their commercial relations with South America. They are sending commissioners there to make enquiries and establish trade connections. It would be well if Canada followed their example. The following is the substance of the report of one of the United States Commissioners :—

WASHINGTON, D.C., Aug. 10.—The commission appointed to visit Central and South America in the interest of commerce between those countries and the United States has made reports on its visit to Ecuador, Venezuela, and Guatemala. No reports on the visit to Brazil and the Argentine Republic have been submitted and it is understood that none will be made. The early return of the commission to Washington was made at the telegraph request of Secretary Bayard, who asked the members to be at home by July 1 last. The commission says it found the President of Ecuador rather disinclined to a reciprocity treaty, because his Government needed the revenues from imports, and because other countries buy more goods from Ecuador than the United States, which, in that respect, stands fifth. The tariff of Ecuador was to be revised soon, however, and he would suggest a reduction in the duty on kerosene. In regard to the adoption of a common silver coin for the Central and South American States and the United States, he said his country was not working its silver mines and had no silver to coin. He favored a commercial congress of the countries named, and went on to say that one of the great obstacles to commerce with the United States was the high freight charges, the carrying trade being practically a monopoly, and intimated that if the United States would establish a line of coasters with equitable charges no other vessels would be allowed to trade at the ports of Ecuador. The commission found that a treaty with Spain, Ecuador's largest customer, was being negotiated. The commission believes that by the exercise of proper methods, the United States can gain practical control of the trade of this country. The commission reports that it was received by the President of Venezuela and his Cabinet and its suggestions received as matters of much importance, but that the Venezuelan Congress was soon to convene and he desired not to be hampered by promises, but said he would soon communicate with the United States Government on the subjects referred to. In addition, Gen. Blanco was in Europe for the purpose of negotiating treaties.

In the report on the results of the visit to Guatemala is embodied a communication from the Minister of Foreign Relations, in relation to a memorandum of points for consideration submitted by the commission. It concludes as follows :—

The Government of Guatemala is thoroughly convinced of the necessity of more intimate relations between the United States and it, and accepts gladly the manifestation made to it of the desire of the United States to lend its moral influence in case of necessity to prevent European interference in American affairs, and considers that such influence and attitude will be very important and beneficial.

The Government of Guatemala is disposed to arrange, and it has already taken some steps toward it, a treaty of reciprocity drawn so as to produce the greatest possible benefit to the greatest possible number of inhabitants of both countries according to the terms proposed in the memoranda, but reserves the privilege of hereafter stating in detail the articles to be included on both sides, provided that among those articles produced by Guatemala to be received free into the United States sugar shall be included. The letter adds that Guatemala favors a common silver coin of the value of the gold dollar; that that nation would gladly join an international congress; and concludes by saying that a consolidation of the five Central American States would prove of great commercial advantage all around.

### ENGLAND'S DEPRESSED TRADE.

**Lord Iddesleigh's Directions to the Commission of Inquiry Ridiculed.**

LONDON, Aug. 11.—Lord Iddesleigh tonight issued a set of directions for the inquiries of the royal Commission on the depressed condition of trade. The directions excite almost as much ridicule as the composition of the Commission and the whole scheme of the investigation have done. The royal Commissioners are requested to enquire whether commerce and manufacturing industries have been transferred to other countries, and, if so, how this is to be accounted for, and they are particularly enjoined to ascertain if a like condition of depression exists in other countries. The stress which is laid on the latter question foreshadows the probable report of the Commission. It is now well known that the Commission was devised purely to offset the Radical agitation among the workingmen. It is a part of the new Tory policy of conciliating the masses who are to exercise the franchise for the first time next November, and has the same purpose as the Housing of the Poor bill, the defeat of the Medical Relief amendment and the removal of the prisons from London to make room for cheap dwellings.

The Commission will doubtless sit until after the general elections, and will be pointed at by Tory stump speakers as an earnest of their party's wish to improve the condition of the industrial classes. Then it will publish a vast mass of testimony and a report telling the British workmen and tradesmen that, although the present condition is desperately bad, and their future prospects even worse, they are only in the same plight as the workers in other countries across the Channel and across the Atlantic. Its political purpose of making a few Tory voters may be attained, but, as far as any moral or economic effect is concerned, the Commission is foredoomed to failure. Its composition is impractical, for the best men of all parties have refused to join it. The Liberals will have none of it, and the great majority of Tories are very lukewarm upon the subject. The result is that the First Lord of the Treasury has only succeeded in assembling a score of doctrinaries, none of whom has had any great training or research in economic problems to fit him for the work in hand. If such a body of gentlemen should devise an effective panacea for the stagnation which has paralyzed the ship yards, coal-pits, furnaces and mills of England, it would be little short of a miracle.

### A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the REV. JOSEPH T. INMAN, *Station D, New York City.*

### CLIPPINGS FROM ALL QUARTERS.

—Heaven is a very big place, else it would be crowded by hanged men who have gone there directly from the gallows.

—Some skeptics are alleging that there is neither fire nor brimstone in sheol; that the whole thing is a young woman playing a piano; and that the crowd can't get away.

—A half-drunken Congressman once staggered up to Horace Greeley and exclaimed, "I am a self-made man." Horace replied that he was glad to hear it. "For," said he, "that relieves God of a great responsibility."

—It is said that New Mexico spent last year for liquor $6,485,000, and for churches and schools $45,000. We didn't suppose that American civilization had reached such a high point in New Mexico.

—Wife—"What's the matter, dear? You seem to be in a quandary." Husband—"I am. I got a letter from my friend, Congressman X., to-day, in which he requests that it be not published, and I can't make up my mind what paper to take it to."

—It is stated that recently, when a purse of $1,500 was made up for Sam Jones, he took out $200 and handed back the balance. This certainly gives some color of truth to the report recently circulated that Sam was a reformed lawyer.

—In speaking of the junior class in the university this year the Professor said: "The junior class will embrace seventeen young ladies." "It will?" exclaimed the young man addressed. "Great Scott! then I shall join the junior class."

—Doctor—"You need exercise; what is your employment?" Patient—"I'm a mason." Doctor—"But then you cannot lack exercise." Mason—"That depends. Sometimes, you know, we work by the day and sometimes by the job."

—A Doubtful Diagnosis.—Doctor: "I'm 'fraid, Missus Brown, dat dis yer is a case ob de gastrick febah." Mrs. Brown: "Wa'l, I doan see how he ketched de gastrick febah roun' heah, kase we doan burn nuffin but karisene, an' powerful little er dat."

—A colored waiter at a summer hotel who had wandered off for a walk came back with his eyes bulging out in terror at a snake he had encountered in his ramble. "How long was he, Sam?" asked one of the guests. "I don't know zackly how long he was, boss," answered the terrified Ethiop, "but I'd swar he was free or four inches in barometer."

—"What are the prospects in this town for a circus?" asked the advance agent of a Kentucky citizen; "think we'd draw a crowd?"

The citizen shook his head dubiously. "I'm 'fraid not, stranger," he said. "Thar's to be a man hung here in September, an' I reckon everybody 'll be savin' up money for that."—New York Times.

—"Now, you tell me I have a fair memory, a great capacity for learning languages, a large bump of veneration, and a well-developed head generally." "You have," said the phrenologist. "Is there anything," asked the man under examination, in the exuberance of his joy, "that my head needs to make it absolutely perfect?" "Yes." "What is it, pray?" asked the man. "A shampoo."—Barbers' Gazette.

—The disposition of children not to allow other children to get ahead of them is once more illustrated in two families, as follows:

"I've got a silver dollar."

"I've got two."

"You haven't got a baby in your house."

"Yes, we have; we've got twins."

"Well, you haven't got a crazy grandfather; I have."

—"Dis preachin' business is all fraud," exclaimed old Isom the other day when he met the Secretary of State on the street. "Why do you think so?" asked the high State official. "Wall, yer see, whilst I was a sinner my wife was allers hankerin' arter s'ciety ob de preachers. Dis fack struck me, an' j'ined de church an' 'gun ter preach." "What effect did it have?" "Had dis effect, sah: My wife ran away with a nigger what had jis' come out'en a penitentiary."

—The latest official list of officers of the German navy shows an enormous increase as compared with the state of things ten years ago. The number of officers in active service is now more than thrice as many as in 1873, when the plan for the formation of the navy was settled. The number of war vessels is 102, with 570 guns. They include 7 ironclad frigates and 5 ironclad corvettes, and the whole are manned and defended by 17,000 sailors, engineers and marines. Sixteen of the German warships with 141 guns and 3,000 men, are now in waters beyond Europe, while 23 ships and 24 torpedo boats are in service in German waters.

—The Countess de la Torre of London, an eccentric character, now in jail for not paying her rates, has a partiality for cats and dogs, who form a considerable portion of her family. A sanitary inspector lately made two visits to her house. On the first visit he saw thirty-one cats and sixty dogs running about the premises. The floors of the rooms on the basement, ground floor, and first floor were in an abominable and most filthy condition, saturated sawdust, filthy rags, and other materials lying about. No one was in charge of the house, which was totally unfit for human habitation. Many of the animals seemed half starved.

## Steamships.

# The Canadian Pacific

**STEAMSHIP LINE**

FOR

**Fort Arthur, Manitoba and the North-West.**

One of the magnificent Clyde-built steamships

ATHABASCA, ALGOMA AND ALBERTA

is intended to

**Leave Owen Sound at 4 p.m.**

—ON—

TUESDAYS, THURSDAYS AND SATURDAYS,

on arrival of the CANADIAN PACIFIC Fast Express Train from the East, leaving Toronto at 10.45 a.m., and will run

DIRECT TO PORT ARTHUR

where they make close connections with the Through Solid Trains of the Canadian Pacific Railway for WINNIPEG and all points in the

**CANADIAN NORTH-WEST.**

Sleeping Berths for Winnipeg can be secured on board the steamers.

Shortest Route. Lowest Rates. Quickest Time. Through Bills of Lading. No Customs Troubles. No Overcharges by this Line.

These magnificent Steamships were built expressly for this route and trade, and are the staunchest, fastest, and best equipped and furnished on the lakes, and are

LIGHTED BY ELECTRICITY.

Tickets, rates, and all information can be had from any agent of the Canada Pacific. See that tickets read *via* Owen Sound.

W. C. VAN HORNE Vice-President, C.P.R., Montreal; HENRY BEATTY, Manager Steamship Lines and Lake Traffic, C. P. R'y, Toronto.

May 13 s n 111

## Steamships.

MEDITERRANEAN SERVICE

# THOMSON LINE.



**FALL 1885.**

SS. ESCALONA..........Capt. ANDERSON
SS. DRACONA..........Capt. SANGSTER

Or other steamers of the line.

One of these **New** and **Powerful** steamships is intended to load at **Patras** about 25th AUGUST, the second will follow about two weeks later.

Either or both steamers will call at the **Ports of Marseilles, Marsala, Taragona, Denia, Malaga** and **Cadiz**, and **any other Port** offering sufficient cargo.

All arrangements being subject to quarantine regulations at Mediterranean Ports.

**THROUGH BILLS OF LADING**

granted at any of the Mediterranean Ports to all points in

**Canada and the Western States**

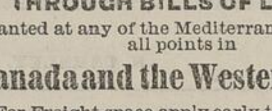
For Freight space apply early to the Agents at loading ports, or to

WILLIAM THOMSON & SONS,
Dundee, Scotland,
Or ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal.

July 24 2m 176

## Miscellaneous.

# Saguenay Royal Mail Line,



1885. OF 1885:

Steamers to the Saguenay,

**TADOUSAC**

**CACOUNA;**

**RIVIERE DU LOUP**

**and MURRAY BAY.**

COMMENCING on the 23rd instant the well-known first-class steamers "ST. LAWRENCE" and "UNION," will leave the St. Andrew's Wharf as follows:—

TUESDAYS and FRIDAYS at 7.30 A.M., the "St. Lawrence" for Chicoutimi and Ha! Ha! Bay, calling at Baie St. Paul, Eboulements, Murray Bay, Riviere Du Loup and Tadousac.

WEDNESDAYS and SATURDAYS, at 7.30 A.M., the "Union" for Chicoutimi and Ha! Ha! Bay, calling at Baie St. Paul, Ile aux Coudres, Murray Bay, Riviere du Loup, Tadousac and L'Anse St. Jean.

Tickets for sale at all the principal ticket offices.

For further information apply to the St. Lawrence Steam Navigation Company, St. Andrew's Wharf, Quebec.

2m-135 A. GABOURY, Secy

# THE OTTAWA RIVER NAVIGATION CO.



**MAIL LINE DAY STEAMERS**

—BETWEEN—

***MONTREAL AND OTTAWA.***

Passengers for OTTAWA and all intermediate ports take 7 a.m. train for Lachine daily to connect with steamer.

**FAVORITE ROUTE FOR TOURISTS.**

**Charming Scenery! Well-appointed Steamers.**

Steamer leaves Ottawa for Montreal daily at 7 a.m.

*To OTTAWA*—Single fare, $2.50; up and down by boat, $4; by rail and return by boat, $4.50.

*To CARILLON*—A delightful day trip fifty miles up the River Ottawa, an hour and half at Carillon. Park near the landing. Beautiful scenery the whole way, returning "HOME BY THE RAPIDS." Round trip, $1.25. **Saturdays, $1.00.**

*To ST. ANNE'S*—By 1 p.m. train (Saturdays by 2 p.m. train), returning by boat at 4 p.m. via Rapids. Round trip, 80c.

*To SHOOT THE RAPIDS*—Take 5 p.m. train for Lachine daily. Round trip, 50c

*For CALEDONIA SPRINGS*—Return ticket including stages, $4. Round trip to Springs, up by rail and return by boat, $4.25.

Tickets, Tourist Cards and all information at the Windsor Hotel, G.T.R. Offices, and Ticket Office, 154 St. James street.

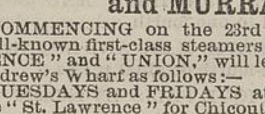
General Office and Freight Stores—87 and 89 COMMON STREET, Canal Basin.

**R. W. SHEPHERD, Jr.,**

128 s.n. Manager.

# Richelieu & Ontario Navigation Co.

**SPRING ARRANGEMENT, 1885.**



The Steamers of this Company between

**MONTREAL AND QUEBEC,**

Will commence running regularly on 6th May, as under:—

The Steamer QUEBEC, Capt. R. NELSON, on Mondays, Wednesdays and Fridays, and The Steamer MONTREAL, Capt. L. H. ROY, on Tuesdays, Thursdays and Saturdays, at 7 o'clock p.m. from Montreal.

STEAMERS BETWEEN

**MONTREAL AND TORONTO**

Now run daily [Sundays excepted] from the Canal Basin, at 9 a.m., and Lachine on the arrival of the train leaving Bonaventure Station at noon, and at Coteau Landing by the 5 o'clock train from here for Prescott, Kingston and Toronto, connecting there with railways for the West and North-West, and with steamers for Niagara Falls, Buffalo, &c.

**THE THOUSAND ISLANDS.**

The Steamers will pass daily (Mondays excepted) through the American Channel on the up and down trip, calling at Alexandria Bay, Thousand Island Park, Round Island and Clayton.

Steamer BOHEMIAN, Capt. BAKER, will leave for Cornwall and intermediate ports every Tuesday and Friday at 12 o'clock noon, commencing Friday, 8th May.

Steamer THREE RIVERS, Capt. COLLETTE, leaves for Three Rivers every Tuesday and Friday at 1 p.m.

Steamer CHAMBLY, Capt. GEO. NELSON, leaves for Chambly every Tuesday and Friday at 1 p.m.

Steamer TERREBONNE, Capt. LAFORCE, leaves daily (Sundays excepted) at 3.30 p.m., Saturdays at 2.30 p.m., for Vercheres, calling at Boucherville, Varennes and Bout de l'Isle. For l'Assomption and St. Paul l'Ermite, on Mondays, Tuesdays, Wednesdays and Saturdays; and for Contrecœur on Mondays, Wednesdays and Thursdays.

CHEAP EXCURSIONS every Saturday to Boucherville, Varennes and Vercheres, leaving at 2.30 p.m., arriving in Montreal at 8.30 p.m. SPECIAL SUNDAY EXCURSIONS, leaving every Sunday morning at 7 o'clock for Contrecœur, calling at intermediate ports, reaching Montreal at 9 p.m.

COMPANY'S TICKET OFFICES:—R. A. Dickson, 136½ St. James street, opposite St. Lawrence Hall, I. J. McConniff, Windsor Hotel, Robt. McEwen, Canal Basin, and at the Company's Ticket Office, Richelieu Pier, foot of Jacques Cartier Square.

ALEX. MILLOY, Traffic Manager. J. B. LABELLE, General Manager.

General Offices, 288 St. Paul Street, Montreal, May 6th, 1885. 115

# BROKERS' ADVICE NOTES

**BROKERS' BUYING AND SELLING**

**CONTRACT BLANKS.**

MONTREAL HERALD PRINTING OFFICE

VICTORIA SQUARE, MONTREAL.

## Steamships.



# DONALDSON LINE.

WEEKLY CANADIAN SERVICE.

Composed of the following first-class full-power screw steamers:

| | | |
|---|---|---|
| CONCORDIA | 2,540 | Tons. |
| COLINA | 2,000 | " |
| CYNTHIA | 2,200 | " |
| TITANIA | 2,200 | " |
| BARDEN TOWER | 2,270 | " |
| New Steamer (building) | 3,400 | " |

The Steamer CONCORDIA, A 100 (Highest class at Lloyd's), is intended to sail from

**MONTREAL FOR GLASGOW**

ON OR ABOUT

**THE 6th SEPTEMBER.**

Special facilities for Butter, Cheese, Boxed Meats, &c., and also for a limited number of HORSES, CATTLE and SHEEP, for which immediate application must be made.

For Rates of Freight apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament street, Montreal,
Or DONALDSON BROTHERS,
165 St. Vincent Street, Glasgow.

# TEMPERLEY LINE.

***CANADIAN SERVICE.***

FORTNIGHTLY.

Composed of the following first-class full power screw steamers:—

| | | |
|---|---|---|
| OCEAN KING | 2,449 | Tons |
| ERL KING | 2,178 | " |
| SCOTLAND | 2,950 | " |

The steamer OCEAN KING, A 100 (highest class at Lloyd's) is intended to sail from

**MONTREAL FOR LONDON**

ON OR ABOUT

**THE 20th AUGUST.**

Special facilities for Butter, Cheese, Boxed Meats, &c., and also for a limited number of HORSES, CATTLE and SHEEP, for which immediate application must be made.

Superior accommodation for a limited number of Cabin Passengers.

For Rates of Freight and Passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal,
Or WILLIAM ROSS & CO.,
3 East India Avenue, London,
Or TEMPERLEYS, CARTER & DARKE,
21 Billiter Street, London.

# GREAT WESTERN

**Steamship Company,**

[LIMITED]

**MONTREAL TO BRISTOL,**

Composed of the following First-class Screw Steamers:—

| | | |
|---|---|---|
| DORSET | 2,600 | Tons |
| CORNWALL | 2,000 | " |
| DEVON | 2,000 | " |
| WARWICK | 2,000 | " |
| SOMERSET | 2,000 | " |
| GLOUCESTER | 2,000 | " |
| BRISTOL | 2,000 | " |

The steamship SOMERSET is intended to be despatched for Bristol on or about

**The 25th JULY.**

Special facilities for the carriage of Butter, Cheese, Boxed Meats, and other perishable goods. They have also first-class facilities for the carriage of a limited number of HORSES, CATTLE and SHEEP.

Superior accommodation for a limited number of Cabin Passengers.

For rates of freight and passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal,
Or to MARK WHITWILL & SON,
The Grove, Bristol,
England.

# THOMSON LINE.

SAILING BETWEEN

**Montreal and Newcastle-on-Tyne**

VIA LONDON.

This Line is composed of the following IRON and STEEL STEAMSHIPS, which are all of the highest class, have been built expressly for this trade, and possess the most improved facilities for carrying Live Stock, Grain and Provisions:—

| | | | |
|---|---|---|---|
| AVLONA | (Iron) | 1,953 | Tons. |
| BARCELONA | " | 1,856 | " |
| CARMONA | " | 3,300 | " |
| DRACONA | (Steel) | 2,000 | " |
| ESCALONA | " | 2,000 | " |

The BARCELONA is intended to sail from MONTREAL for LONDON on or about

**THE 27th AUGUST.**

For Rates of Freight apply to Messrs. Starks & Cairn, Newcastle-on-Tyne; Andrew Low & Son, London; Wm. Thomson & Sons, Dundee; or to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal.

**THROUGH BILLS OF LADING**

Granted by any of the above lines to any point in

***Canada or Western States,***

And by any of the CANADIAN or WESTERN RAILWAYS to any point in GREAT BRITAIN, IRELAND or EUROPE at LOWEST THROUGH RATES.

Special attention given to the HANDLING of all PERISHABLE and other cargo.

For further particulars apply to

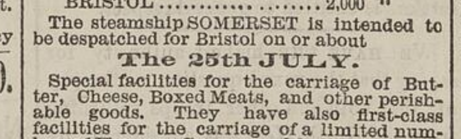
# ROBT. REFORD & CO.,

**MONTREAL,**

86

# NORTH ATLANTIC STEAMSHIP COMPANY,

**(LIMITED.)**



BETWEEN

**Miramichi, Charlottetown, Prince Edward Island and Great Britain.**

The Pioneer Steamer of this line the

**A 1, *S. S. CLIFTON,**

**2665 TONS, CAPT. M'FEE,**

is now on the route, and it is intended to make regular trips between Miramichi, Charlottetown and London or Liverpool, and any other port in the United Kingdom and Continent of Europe as may be found to suit the trade.

This route offers special facilities for the shipment of

**FISH, CATTLE,**

and all other products from the North Shores of New Brunswick, Nova Scotia & P.E. Island. Good accommodation for a limited number of Passengers.

For Freight or Passage, apply to

R. A. & J. STEWART,
Chatham, Miramichi.
FENTON T. NEWBERRY
Charlottetown, Prince Edward Island.
And STEWART BROS.,
3 Fen Court Fenchurch St., London, E.C.

May 9 3m 111

# IRON FOUNDER.

Heavy and light castings cast every day at

**E. CHANTELOUP'S,**

587 Craig Street.

**Telephone No. 799.** 6 ml

**CASTOR FLUID** (Registered)

A delightfully refreshing preparation for the hair. Should be used daily. Keeps the scalp healthy, prevents dandruff, promotes the growth. A perfect hair dressing for the family. 25c per bottle. **HENRY R. GRAY**, Chemist, 114 St. Lawrence Main Street.

April 18

## Steamships.

# WHITE CROSS LINE.

STEINMANN & LUDWIG,

OWNERS AND GENERAL AGENTS,

ANTWERP.

DIRECT AND REGULAR STEAMSHIP COMMUNICATION BETWEEN

***CANADA AND ANTWERP,***

Under Contract with Dominion Government.

**SS. RORAIMA,**

WILL SAIL FROM

ANTWERP FOR MONTREAL

ON OR ABOUT THE

***15TH JULY.***

**Through Bills of Lading Granted in Antwerp to all Points West.**

For Rates of Freight or Passage and other particulars, apply to

STEINMANN & LUDWIG,
Antwerp,
MUNDERLOH & CO.,
General Agents, Montreal.

June 29 25n



# GUION LINE.

UNITED STATES MAIL STEAMERS

SAILING WEEKLY BETWEEN

New York and Liverpool, calling at Queenstown

PROPOSED SAILINGS FROM NEW YORK,

| | | | |
|---|---|---|---|
| Nevada | Tuesday, | May 19, | 9.00 a.m. |
| British King | Tuesday, | May 26, | 3.30 p.m. |
| Wisconsin | Tuesday, | June 2, | 7.30 a.m. |
| Wyoming | Tuesday, | June 9, | 2.00 p.m. |
| British Empire | Tuesday, | June 16, | 7.00 a.m. |
| Nevada | Tuesday, | June 23, | 3.00 p.m. |
| British King | Tuesday, | June 30, | 6.00 a.m. |
| Wisconsin | Tuesday, | July 7, | Noon. |
| Wyoming | Tuesday, | July 14, | 6.00 a.m. |
| British Empire | Tuesday | July 21, | 1.00 p.m. |
| Nevada | Tuesday, | July 28, | 5.00 a.m. |
| British King | Tuesday, | Aug. 4, | 10.30 a.m. |
| Wisconsin | Tuesday, | Aug. 11, | 5.00 a.m. |
| Wyoming | Tuesday, | Aug. 18, | 11.00 a.m. |
| British Empire | Tuesday, | Aug. 25, | 4.00 p.m. |

These steamers are built of Iron in water-tight compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having Bathroom, Smoking-room, Drawing-room, Piano and Library, also, experienced Surgeon, Stewardess and Caterer on each steamer. The State-rooms are all upper deck, thus insuring those greatest of all luxuries at sea, perfect ventilation and light.

**CABIN PASSAGE.**

$60, $80 and $100, according to location, &c.

**INTERMEDIATE.**

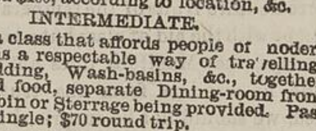
This is a class that affords people of moderate means a respectable way of travelling. Beds, Bedding, Wash-basins, &c., together with good food, separate Dining-room from either Cabin or Steerage being provided. Passage, $35 single; $70 round trip.

**Steerage at Very Low Rates,**

Apply to

GUION & CO.,
29 Broadway, New York,
**J. Y. GILMOUR & CO.,**
**354 St. Paul Street, Montreal,**

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# INMAN

**ROYAL MAIL STEAMER**

**FOR QUEENSTOWN AND LIVERPOOL**

Carrying the United States Mail.

PROPOSED SAILING.

| | | | |
|---|---|---|---|
| Baltic | Saturday, | July 11, | 3.00 p.m |
| City of Chester | Saturday, | July 18, | 10.30 a.m |
| City of Chicago | Saturday, | July 25, | 3.00 p.m |
| City of Richmond | Saturday, | Aug. 1, | 8.00 a.m |
| City of Berlin | Saturday, | Aug. 8, | 3.00 p.m |
| Baltic | Saturday, | Aug. 15, | 9.00 a.m. |
| City of Chester | Saturday, | Aug. 22, | 3.00 p.m. |
| City of Chicago | Saturday, | Aug. 29, | 7.00 a.m. |
| Richmond | Saturday, | Sept. 5, | 2.00 p.m |
| City of Berlin | Saturday, | Sept. 12, | 7.30 a.m. |
| Baltic | Saturday, | Sept. 19, | 1.00 p.m. |
| City of Chester | Saturday, | Sept. 26, | 6.30 a.m |

**From Pier 36, North River, New York.**

**Steerage at very low rates,**

Intermediate passage, $35, Round Trip, $65

RATES OF PASSAGE—$60, $80 and $100, according to accommodation, all having equal saloon privileges. Children between 2 and 12 years of age half-fare. Servants, $50.

**Special Round Trip Tickets, at reduced rates.**

Tickets to London, $7; and to Paris $15, and $20 additional, according to route selected.

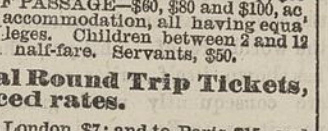
Saloon, Staterooms, Smoking and Bathrooms amidships.

These steamers do not carry Cattle, Sheep or Pigs.

For freight or passage apply to the Inman S. S. Coy. [Limited], No. 1 Broadway, New York; or C. C. McFALL, 143 St. James Street or to

**J. Y. GILMOUR & CO.,**
**354 St. Paul Street, Montreal.**

July 10 165



# BERMUDA AND WEST INDIES

QUEBEC STEAMSHIP COMPANY.

**Sailing from Pier 47 North River, New York.**

For Bermuda—SS. ORINOCO, August 20.

For St. Kitts, Antigua, Dominica, Martinique, St. Lucia, Barbados and Trinidad—SS. TRINIDAD, August 22.

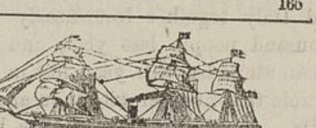
For Barbados direct—SS. FLAMBOROUGH, August 15.

For freight, passage and insurance, apply to

A. E. OUTERBRIDGE & CO., Agents,
51 Broadway, New York.
WORLD TRAVEL CO.,
136 St. James street, Montreal.
ARTHUR AHERN, Secretary, Quebec

April 20 81

# THE QUEBEC STEAMSHIP CO,



**THE SS. MIRAMICHI**

Will sail from Montreal on

**MONDAY, Aug 24, at 5 p.m.**

and Quebec on

**TUESDAY, Aug. 25, 2.00 p.m.**

For Pictou, calling at Father Point, Gaspe Perce, Summerside and Charlottetown.

N.B.—Port of destination in full must be plainly marked on all goods. Initials are not sufficient. Goods will not be received after three o'clock on the afternoon of day of sailing.

Has excellent accommodation for passengers.

For Freight or Passage, apply

DAVID SHAW, Agent.
WORLD TRAVEL CO.
136 St. James Street

## Steamships.

# BEAVER LINE.



**THE CANADA SHIPPING CO.'S**

LINE OF STEAMERS BETWEEN

**MONTREAL and LIVERPOOL,**

Comprising the following First-class, Clyde built, Full-powered Iron Steamships:

| | Tons. | | Tons. |
|---|---|---|---|
| Lake Superior | 5200 | Lake Winnipeg | 3300 |
| Lake Huron | 4100 | Lake Nepigon | 2300 |
| Lake Manitoba | 3300 | Lake Champlain | 2300 |

Will sail as follows:—

FROM LIVERPOOL.

| | | |
|---|---|---|
| Lake Superior | Thursday | July 2 |
| Lake Nepigon | Thursday | July 9 |
| Lake Huron | Thursday | July 16 |
| Lake Winnipeg | Thursday | July 23 |
| Lake Champlain | Thursday | July 30 |
| Lake Superior | Thursday | Aug. 6 |

FROM MONTREAL.

| | | |
|---|---|---|
| Lake Superior | Saturday | July 18 |
| Lake Nepigon | Saturday | July 25 |
| Lake Huron | Saturday | Aug. 1 |
| Lake Winnipeg | Saturday | Aug. 8 |
| Lake Champlain | Saturday | Aug. 15 |
| Lake Superior | Saturday | Aug. 22 |

Calling at Queenstown on the outward voyage to embark passengers for Quebec and Montreal, connecting at the latter port by direct Rail for all points in Canada and the United States, and to which Through Tickets are issued.

These steamers are built in water-tight compartments and of special strength for the North Atlantic trade.

In the passenger departments the most perfect provision has been made to ensure the comfort and convenience of all. In the Cabin the Staterooms are large and airy. The Steerage is fitted with the most approved Patent Canvas Berths, and is fully ventilated and heated by steam.

An experienced Surgeon is carried by each steamer, also Stewardesses to attend to the wants of females and children.

RATES OF PASSAGE:

Cabin—Montreal to Liverpool, $50; return, $90. Steerage at lowest rates.

For Freight or other particulars, apply: In Belfast, to A. A. WATT, 3 Custom House Square; in Queenstown, to N. G. SEYMOUR & Co.; in Liverpool, to R. W. ROBERTS, 21 Water St.; in Quebec, to H. H. SEWELL, 125 Peter St., or to

H. E. MURRAY,
General Manager,
1 Custom House Square, Montreal.

April 22 71



# WHITE STAR LINE

**Calling at Cork Harbour, Ireland.**

CARRYING BRITISH AND AMERICAN MAILS.

PROVIDED WITH EVERY MODERN IMPROVEMENT.

NOTICE.—The steamers of this Line take Lieutenant MAURY'S lane routes at all seasons of the year.

Sailing between NEW YORK and LIVERPOOL, via Queenstown, are appointed to leave as follows:—

FROM NEW YORK.

| | | | |
|---|---|---|---|
| *Adriatic | Saturday, | June 20, | Noon. |
| Britannic | Saturday, | June 27, | 4.00 p.m. |
| Republic | Thursday, | July 2, | 8.00 a.m. |
| Germanic | Thursday, | July 9, | 2.30 p.m. |
| Celtic | Thursday, | July 16, | 8.30 a.m. |
| *Adriatic | Thursday, | July 23, | 3.00 p.m. |
| Britannic | Thursday, | July 30, | 7.00 a.m. |
| Republic | Thursday, | Aug. 6, | 1.30 p.m. |
| Germanic | Thursday, | Aug. 13, | 7.00 a.m. |
| Celtic | Thursday, | Aug. 20, | 1.30 p.m. |
| Britannic | Thursday, | Aug. 27, | 4.00 p.m. |

CABIN RATES.

New York to Liverpool and Queenstown, $60 $80 and $100.

*Has accommodation for a limited number of Intermediate passengers, rate $35.

**Return Tickets, $120, $140 and $180.**

Tickets to London, $7, and to Paris, $22, additional. Children between one and twelve years, half-price. Infants free.

THESE STEAMERS DO NOT CARRY CATTLE SHEEP OR PIGS.

STEERAGE RATES.

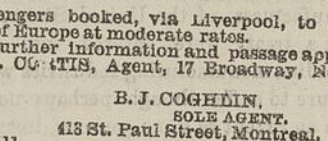
From Montreal to Liverpool, Londonderry, Queenstown, Glasgow, Belfast, London, Bristol, Cardiff, Belmullet, or Glasgow, including Railway Fare to New York, at lowest rates

Passengers booked, via Liverpool, to all parts of Europe at moderate rates.

For further information and passage apply R. J. CORTIS, Agent, 17 Broadway, New York.

B. J. COGHLIN,
SOLE AGENT.
413 St. Paul Street, Montreal.

July 11 166



# CUNARD LINE.

**LANE ROUTE.**

The Cunard Steamship Company (Limited) between NEW YORK and LIVERPOOL, calling at CORK HARBOUR, FROM PIER 40 N. R. NEW YORK.

| | | | |
|---|---|---|---|
| GALLIA | Saturday, | Aug. | 15 |
| AURANIA | Saturday, | Aug. | 22 |
| ETRURIA | Saturday, | Aug | 29 |
| SERVIA | Saturday, | Sept. | 5 |
| GALLIA | Saturday, | Sept. | 12 |
| AURANIA | Saturday, | Sept. | 19 |
| ETRURIA | Saturday, | Sept. | 26 |
| SERVIA | Saturday, | Oct. | 3 |

And every following Saturday from New York.

RATES OF PASSAGE—Cabin, $60, $80 and $100, according to accommodation.

Steerage at very low rates. Steerage tickets from Liverpool and Queenstown, and all other parts of Europe at lowest rates.

Through Bills of Lading given for Belfast, Glasgow, Havre, Antwerp and other Ports on the Continent, and for Mediterranean Ports.

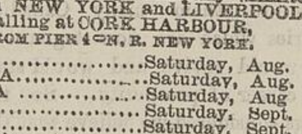
For Freight and Passage, at the Company's Office, No. 4 Bowling Green.

VERNON H. BROWN & CO.
Or to THOS. WILSON,
17 St. Sacrament Street.

Steamers marked thus · will not carry steerage

April 22 166

# Black Diamond Line



**Montreal to Lower Ports.**

| | | |
|---|---|---|
| SS. BONAVISTA | 1,700 | tons capacity |
| SS. COBAN | 1,350 | " " |
| SS. CACOUNA | 2,000 | " " |

The SS. MINERVA will sail from Montreal on

**SATURDAY, 15th AUGUST,**

For SYDNEY, NORTH SYDNEY, C.B. and ST. JOHN'S, NFLD.

The SS. COBAN will sail from Montreal on

**THURSDAY, 20th AUGUST.**

For CHARLOTTETOWN, P.E.I., PICTOU, N.S., and ST. JOHN'S, NFLD.

Regular sailings will follow throughout the season. Through Bills of Lading issued to Points East and West.

Superior passenger accommodations.

For rates of Freight or Passage, apply to

KINGMAN, BROWN & CO.,
14 Custom House Square, Montreal,
General Agents; or to

Peake, Bros. & Co., Charlottetown; Noonan & Davies, Pictou; Harvey & Co., St. John's, Nfld.; Archibald & Co., North Sydney; Burchell Bros., Sydney.

April 18

## Steamships.

# ALLAN LINE.



Under contract with the Governments of Canada and Newfoundland for the Conveyance of the CANADIAN and UNITED STATES Mails.

1885--Summer Arrangements--1885.

This Company's Lines are composed of the following Double-Engined, Clyde-built IRON STEAMSHIPS. They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with all the modern improvements that practical experience can suggest, and have made the fastest time on record.

| Vessels. | Tonnage. | Commanders. |
|---|---|---|
| Numidian | 6100 | Building. |
| Parisian | 5400 | Capt. James Wylie. |
| Sardinian | 4650 | Lt. W.H. Smith, R.N.R |
| Polynesian | 4100 | Capt. Joseph Ritchie |
| Sarmatian | 3600 | Capt. John Graham. |
| Circassian | 4000 | Capt. W. Richardson |
| Peruvian | 3400 | Capt. Hugh Wylie. |
| Nova Scotian | 3300 | Capt. R. H. Hughes. |
| Caspian | 3200 | Lt. R. Barrett, R.N.R |
| Hanoverian | 4000 | Lt. B. Thomson, R.N.R |
| Carthaginian | 4600 | Capt. A. MacNicol. |
| Siberian | 4600 | Capt. R. P. Moore. |
| Norwegian | 3531 | Capt. J. G. Stephen |
| Hibernian | 3440 | Capt. John Brown. |
| Austrian | 2700 | Capt. J. Ambury. |
| Nestorian | 2700 | Capt. D. J. James. |
| Prussian | 3000 | Capt. Alex. McDougall |
| Scandinavian | 3000 | Capt. John Park. |
| Buenos Ayrean | 3800 | Capt. Jas. Scott. |
| Corean | 4000 | Capt. C. J. Menzies. |
| Grecian | 3600 | Capt. G. Le Gallais. |
| Manitoban | 3150 | Capt. R. Carruthers. |
| Canadian | 2600 | Capt. John Kerr. |
| Phœnician | 2800 | Capt. McKillop. |
| Waldensian | 2600 | Capt. W. Dalziel. |
| Lucerne | 2200 | Capt. W. S. Main. |
| Newfoundland | 1500 | Capt. C. J. Mylius. |
| Acadian | 1350 | Capt. F. McGrath. |

***The Shortest Sea Route Between America and Europe, being only Five Days between Land to Land.***

The Steamers of the

**Liverpool, Londonderry and Montreal Mail Service.**

Sailing from Liverpool every THURSDAY and from Quebec every SATURDAY, calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland, are intended to be despatched

FROM QUEBEC.

| | |
|---|---|
| Peruvian | Saturday, Aug. 1 |
| Circassian | Saturday, Aug. 8 |
| Sardinian | Saturday, Aug. 15 |
| Sarmatian | Saturday, Aug. 22 |
| Parisian | Saturday, Aug. 29 |

***Rates of Passage from Quebec.***

Cabin..........$60, $70 and $80,
(According to accommodation.)
Intermediate..........$30.
Steerage..........At lowest rates.

The Steamers of the

**Glasgow and Montreal Service**

are intended to sail from Quebec for Glasgow as follows:—

| | |
|---|---|
| Grecian | About July 20 |
| Scandinavian | About July 27 |
| Carthaginian | About Aug. 3 |
| Siberian | About Aug. 10 |
| Norwegian | About Aug. 17 |
| Buenos Ayrean | About Aug. 24 |
| Grecian | About Aug. 3 |

The Steamers of the

**London, Plymouth and Montreal Line**

are intended to be despatched from Montreal for London as follows:—

| | |
|---|---|
| Lucerne | About Aug. 11 |
| Nestorian | About Aug. 13 |
| Corean | About Aug. 19 |
| Canadian | About Aug. 29 |

The Steamers of the

**Liverpool, Queenstown, St. Johns, Halifax and Baltimore Mail Service.**

are intended to be despatched as follows:—

FROM HALIFAX.

| | |
|---|---|
| Nova Scotian | Monday, Aug. |
| Caspian | Monday, Aug. 17 |
| Hanoverian | Monday, Aug. 31 |

RATES OF PASSAGE BETWEEN HALIFAX AND ST. JOHNS:

Cabin..........$20.00 | Intermediate..........$15.00
Steerage..........$6.00.

The Steamers of the

**Glasgow, Liverpool, Londonderry, Galway, Queenstown and Boston Service**

are intended to be dispatched as follows from Boston for Glasgow direct:—

FROM BOSTON.

| | |
|---|---|
| Hibernian | About July 18 |
| Waldensian | About Aug. 1 |
| Austrian | About Aug. 15 |
| Phœnician | About Aug. 29 |

The steamers of the

**Glasgow, Londonderry and Philadelphia Service**

are intended to sail from Philadelphia for Glasgow, as follows:—

| | |
|---|---|
| Manitoban | About July 29 |
| Prussian | About Aug. 12 |
| Hibernian | About Aug. 2 |

**THROUGH BILLS OF LADING**

Persons desirous of bringing their friends from Britain can obtain Passage Certificates at Lowest Rates. An experienced Surgeon carried on each vessel.

Berth not secured until paid for.

Through Bills of Lading granted at Liverpool and Glasgow, and at Continental Ports, to all points in Canada and the Western States, via Halifax, Boston, Baltimore, Quebec and Montreal, and from all Railway Stations in Canada and the United States to Liverpool and Glasgow, via Baltimore, Boston, Quebec and Montreal.

For Freight, passage or other information, apply to JOHN M. CURRIE, 21 Quai d'Orleans Havre; ALEXANDER HUNTER, 4 Rue Gluck, Paris; AUG. SCHMITZ & CO., or RICHARD BERNS, Antwerp; RUYS & CO., Rotterdam; C. HUGO, Hamburg; JAMES MOSS & CO., Bordeaux; FISCHER & BEHMER, Schusselkorb No. 8, Bremen; CHARLEY & MALCOLM, Belfast; JAMES SCOTT & CO., Queenstown; MONTGOMERIE & WORKMAN, 36 Gracechurch street, London; JAMES & ALEX. ALLAN, 70 Great Clyde street, Glasgow; ALLAN BROTHERS James street, Liverpool; ALLANS, RAE & CO., Quebec; ALLAN & CO., 72 La Salle street, Chicago; H. BOURLIER, Toronto; THOS. COOK & SON, 261 Broadway, WORLD TRAVEL CO. 207 Broadway, New York, or to G. W. ROBINSON, 136½ St. James Street, opposite St. Lawrence Hall.

H. & A. ALLAN,
80 State Street, Boston, and
25 Common Street, Montreal.

July 16th, 1885. 99

# DOMINION LINE.

OF

STEAMSHIPS

Running in connection with the

Grand Trunk Railway of Canada

**GREAT REDUCTION IN RATES.**

DATES OF SAILINGS.

FROM QUEBEC.

| | |
|---|---|
| *SARNIA | 15th Aug. |
| MONTREAL | 22nd Aug. |
| TORONTO | 29th Aug. |
| BROOKLYN | 5th Sept. |
| *OREGON | 12th Sept. |
| *SARNIA | 19th Sept. |

Rates of Passage from Quebec—$50 and $60. Return, $90, $100, $108 and $120. Intermediate and Steerage at very low rates.

Prepaid Intermediate and Steerage Tickets issued at the lowest rates.

For Freight or Passage, apply in Liverpool to Flinn, Main & Montgomery, 24 James Street; in Quebec, to W. M. Macpherson and all Grand Trunk Railway Offices; or to

W. D. O'BRIEN,
143 St. James Street.
DAVID TORRANCE & CO.,
General Agents, Montreal

April 21

## TERMS OF SUBSCRIPTION.

**The following are the Terms of Subscription to THE HERALD, dating rom January 1, 1885 :—**

Montreal Daily Herald, per annnm, - $6 00
do do half year, - - 3 00
do do three months, 1 50
Montreal Dailv Herald, single copies, 3 cts
Montreal Weekly Herald, per annum; $1 00
do do half year, - - 50c.
do do three months, 25c

**Special Rates for Clubs on applicatio**

# The Montreal Herald.

FRIDAY MORNING, AUGUST 14.


### NOTICE.

THE MONTREAL HERALD, with all its rights and appurtenances, having been purchased by "THE HERALD COMPANY" (limited), the business will in future be conducted in their name.

P. MITCHELL.

MONTREAL, April 13, 1885.

At a meeting of THE HERALD COMPANY limited), held in THE HERALD BUILDING, Victoria Square, the shareholders elected the ollowing Board of Directors:—Hon. Peter Mitchell, A. B. Chaffee, William Cassils ; and at a meeting of the Directors, Hon. P. Mitchell was chosen President of the Company, and Mr. Albert Murray was appointed Secretary-Treasurer.

P. MITCHELL,
President "The Herald Company."

MONTREAL, April 13, 1885

☞All correspondence for THE HERALD except business letters) should be addressed to the Editor, MR. JOHN LIVINGSTON. Business correspondence is to be addressed to THE HERALD COMPANY, (limited) ; offices in Victoria Block, corner of Victoria Square and St. James Street West, Montreal : HON. PETER MITCHELL, President Mr. ALBERT MURRAY, Secretary-Treasurer.

### SPECIAL NOTICE.

**The "Herald" will be delivered during the Summer on incoming morning trains from surrounding summer resorts. Those of our patrons who desire such delivery will please advise us.**

**The "Herald" will also be mailed to any address, or delivered as above during the summer, at the rate of Fifty Cents a Month prepaid.**

**THE HERALD COMPANY,**
**(Limited).**

### MR. HUGH M'LENNAN ON CANADIAN TRADE.

A late number of the Toronto *Mail* contains an interview with Mr. Hugh McLennan of this city, in which he discourses at considerable length on the Past, Present and Future of Canadian trade. In this interview, as might be expected by those who have the privilege of knowing him, Mr. McLennan shows that he has a thorough knowledge of Canadian trade, and that he has thought much and profoundly on the sources of Canada's prosperity. He gives the interviewer a concise but comprehensive history of the commercial progress of British America almost from its settlement up to the present time, and tells him what he thinks of the present condition and the future prosperity of the trade of the Dominion.

It would seem that in Mr. McLennan's opinion Canada has commercially seen its best days. He speaks almost despondingly of the present and not very hopefully of the future. He says :—

"The conditions of Canada at the present moment are not in the line of promise of future prosperity. A population of five millions of people distributed over seven provinces and territories, carry a machinery of government more complicated than the Government of the thirty-five millions of Great Britain. A national debt that has increased from ninety-three millions of dollars at the time of Confederation to nearly three hundred millions in the present year. Her ship-building business, at one time an important Canadian industry, has wholly departed. Her transportation service, at one time giving profitable employment to a considerable portion of her population from Cape North to Penetanguishene, is now represented by a few stray vessels of no present earning capacity. The coal supply of Nova Scotia excluded from the United States markets, while railways yielding but little employment or profit to Canadians, bring in supplies of coal from the United States, displacing even the wood yard at every station that characterized the earlier days of railways. Our agricultural products excluded from neighboring markets by prohibitory tariffs, while we are too far removed from the open markets of Great Britain to profit by her requirements."

Mr. McLennan has a high opinion of the resources and capabilities of the Dominion and believes that they are now better known and more highly appreciated than they were at any previous period of its history. How those resources are to be properly and speedily developed is the problem of which he seeks a solution. He sees but two ways of bettering the commercial condition of the country. One is by a scheme of Imperial Federation in which, to use his own words : "wheat and beef raised and grazed in any of the confederate colonies must have the advantages of free entry, just like products of other nations being subject to some duty. The exports from Great Britain having a corresponding advantage in the form of a differential duty imposed by the colonies and dependencies." The other means of improving the prospects of Canadian merchants and those with whom they deal in this country is reciprocity of trade with the United States. Mr. McLennan looks upon the federation of the Empire without some substantial advantage such as he points out being gained by union, as a "mere sentiment," which will not "satisfy the present need of the country." In this he is right, but we think he is slightly astray when he speaks of Sir Charles Tupper being in favor of Imperial Federation if the scheme of union contained some provision giving exclusive commercial advantages to its several members. Sir Charles spoke on this question with most commendable caution, and the impression that his utterances have left on our mind is that he regards it as a scheme which may be practicable some hundred years hence. but which is not now suited to the circumstances of either the mother country or her dependencies. He took care to put it on record that in his opinion the bond which unites Great Britain and her dependencies is quite strong enough to hold them together for a long time to come and that the alternative was not federation or dissolution.

We fear that if Mr. McLennan places any dependence on Imperial Federation to improve the commercial position of Canada he will be grievously disappointed. It is quite evident that the people of England of all parties are too strongly attached to their policy of free trade to reverse it for any advantages they may hope to gain from a closer union with her colonies than now exists. Taxes on bread and beef and the other prime necessaries of life are too obnoxious to the British taxpayers to be submited to on any consideration. The attempt to re-enact "corn laws" in Great Britain would raise a storm among them which no statesman would dare face. It seems to us if Canada is to wait for improvement in trade—until the people of England, Scotland and Ireland consent to taxes on bread and beef—they will never see good times again.

Reciprocal free trade with the United States is a much more practicable, as well as much easier, of attainment than any advantages that may be supposed to flow from Imperial Federation. Yet, much depends upon the kind of reciprocity which may be advocated. No sane Canadian would oppose such a reciprocity as Mr. McLennan describes in the first part of the interview, from which both countries derived so many and such great benefits. A free interchange of the raw products of both countries would meet with no opposition on this side of the line worth speaking of. It would, perhaps, be different on the other side, for Americans complained that Canadians had by far the best of the bargain under the former treaty. A reciprocity treaty which would include among the articles to be interchanged free, manufactured as well as raw products would meet with much opposition in the Dominion, and not without reason. Many Canadian manufactures have not arrived at that state of perfection that they could hope to compete in an open market with similar manufactures of the United States. If such a treaty were entered into some Canadian manufacturing industries would be sure to suffer though perhaps not to such an extent as some persons imagine. Free trade between the two countries if placed on a permanent basis would be sure to bring American capital to Canada. Canada has facilities for manufacturing such as cheap labor, cheap living, cheap raw material, cheap fuel easily obtained, and a favorable climate, which a people so shrewd as the Americans are would be sure to avail themselves of. With the stimulus which a free market of fifty-five millions of Customs would open to them many Canadian industries which are now stagnant or failing would revive and would start on a new career of prosperity. So that, all things considered, we believe that the people of Canada would be wise to consent to a reciprocity in trade with the United States in which manufactured goods as well as raw products would be included.

There would be an objection to such a treaty that might, perhaps, appear to some to be insurmountable : It would make it necessary for Canada to discriminate against Great Britain in matters of trade in favor of a foreign country. Formidable as this difficulty no doubt is, if both the United States and Canada were strongly in favor of unrestricted, reciprocal free trade, means would be found of overcoming it. It is not very hard to make the will of sixty millions of people law, no matter what obstacles may stand in the way of its formal enactment. We therefore regard the adoption of Mr. McLennan's second alternative much more probable, and, all things considered, much more conducive to the prosperity of Canada than the realization of the aspirations and hopes involved in his first.

THOSE MONTREALERS who are so bitterly opposed to vabcination and who seemto believe it to be an inmutable decree of Providence that so many people shall die every year in their city of smallpox, should ask themselves why it is that Montreal is afflicted with this dread disease. Why do we not hear of it committing its ravages in Toronto, Halifax or St. John ? The reason is simple enough. In these last-mentioned cities vaccination is general ; in Montreal unhappily it is not. In Ontario and the Maritime Provinces one rarely meets a person who is pitted with the smallpox. In Quebec persons who bear the marks of this disfiguring disease are to be seen in every town and village.

### A SILLY AND UNTRUTHFUL PERSON.

The *Toronto Globe* recently sent a correspondent to the North-West to report upon that country. His departure was announced with considerable congratulatory trumpetings, and we were to look for what was going to be said by an Ontario farmer of experience, intelligence, and so forth. One quality possessed by that person seems to have been unknown to the *Globe*, but it must since have discovered that in printing his letters they were opening their columns to a highly imaginative writer. He visited Manitoba in summer, and discourses of its winter climate. He says Manitoba cannot successfully grow vegetables nor produce fruit. He was careful to speak of summer frosts and grew facetious about mosquitoes. He was inaccurate in his statements about the bridges over the rivers at Winnipeg, ascribing to them an indiscriminate service to road and rail traffic that they do not render and was unable to see buildings that stared him in the face. In short if he was sent to bless he became corrupted on the way and cursed. We hope that the *Globe* is ashamed of him as it ought to be. Were it not for the appearance of this person's letters we should have thought it unnecessary to refer to a subject now so well understood, but when nonsensical uutruths are reiterated a deniai of them should be repeated. The climate of Manitoba in winter is severe ; so it is in other flourishing parts of Canada, Montreal to wit, but a tolerably sufficient answer to those who endeavor to exaggerate it is found in the fact that residents of Manitoba do not complain of the cold, but invariably declare that they prefer the steady temperature of that Province to the more changeable climate of other places. There is no explanation of the statement that Manitoba does not successfully grow vegetables more preferable than to say that it is untrue. A flippant journal might cail it "unmitigated rot" ; we will confine ourselves to saying that there is no part of the world that produces finer vegetables and that at every agricultural show in Canada or in England at which Manitoba has exhibited, these products of the soil have elicited wonder and admiration. The tropical fruits, such as the Avogada pear, the mango, the mangusteen and others, are not grown in Manitoba, and, indeed, difficulty is found in ripening some of the more delicate fruits of the temperate zone, except with the aid of glass, but when a person says that Manitoba does not produce fruit, he wanders from the truth. Indeed, we should not be surprised to learn that he wandered in his mind. He complains of the "lonesome" prairies, and the "cloudless skies," and we begin to doubt whether he ever saw the sky from Manitoba. The prairies are certainly not densely populated, and we can understand that he found them "lonesome," because his faculty of observation is evidently of the lowest order and people there choose their company. How he came to believe that mosquitoes bite "with the feet" we cannot afford time to guess. Possibly some Manitoban, disgusted with the mouse that the *Globe* mountain had produced, gave practical expression to his feelings, and the correspondent may have mistaken the boot of the settler for the foot of the mosquitoe. Such misapprehension would be on a par with the remainder of his impressions.

### PROGRESS OF THE CHOLERA.

The outbreak of cholera last year created an alarm throughout Europe that would have displayed its intensity to even greater extent than was shown had not the cooler weather of autumn come to the world's relief. This year the scourge has shown itself earlier and its ravages are consequently much greater. Last year it was in France, principally in Toulon and Marseilles, though some cases appeared in Paris, and in Italy ; this year it is as yet confined to Spain. France is not altogether free from its taint, but her losses are small in comparison with those of Spain or with what her own people suffered last year. France and Italy together lost nearly twenty thousand people last year, and already Spain alone has this year lost more than double that number with thousands dying daily. A comparison of figures between the populations of Spanish and Canadian cities would perhaps be the only way of bringing home to the fleeting attention of our citizens the magnitude of the losses in Spain. But it is questionable whether anything is to be gained by following the threads of this gruesome subject. It is well to warn but not to frighten ; for once cholera establishes itself in a city it finds in funk a powerful ally. That the unfortunate Spaniards are themselves much to blame for the pestilence in their midst is thoroughly well known. Cleanliness and other sanitary precautions involved trouble and some expense, so the risks were taken. A people that leave their dead in the streets in the extremity of their panic and assault the doctors whose efforts were in vain because they were believed to have poisoned their patients, are not a hopeful race to deal with by argument, and neither argument, exhortation nor the terrible example of Toulon and Marseilles sufficed to procure those active precautions that were required. It is hard to say these things of a people visited by a calamity that recalls the plague of Florence by its extent and demoralizing influence, and we say them only that we may look at home a little before we find ourselves fighting the same enemy. A short time only has elapsed since THE HERALD found it necessary to denounce, and repeat its denunciations of, the condition of some of the lanes and alleys in this city. Its remonstrances received attention and much good was done, but it is not too much to say that had we been visited by cholera at that time it would have found some parts of the city scarcely less favorable to its operation than some of the cities of Southern Europe. We are apt to congratulate ourselves on the protecting influences of the Atlantic, but though they are powerful they are not omnipotent and we would do well to take time by the forelock and supplement this with other measures. A seamen recently died of what there is no doubt was cholera at Bristol, and there have been some other cases in England suspiciously like this disease. The greatest care on the part of the authorities cannot always prevent the introduction of cholera germs or infected substances, and the danger of their being carried to Canada from the various seaports of England and France is unavoidable. But a great deal may be done in prevention by judicious quarantine regulations and a watchful care at the seaports. It is not only by the large steamers running to Montreal and Quebec that the evil may be done, but also by the trading ships from Europe that end their voyages at the other Maritime ports. There is, indeed, more danger in this direction than in the other, and the utmost vigilance should be exercised at all points.

But it is not alone to its exclusion that care should be directed. It may baffle all our efforts, and then the condition of our cities and towns will determine the extent of its ravages. Our local authorities should be up and doing before they are compelled to act in a state of panic, and there is yet room, even in Montreal, for their exertions. Cleansing and disinfecting are troublesome labors that, if left entirely to private responsibility, are sure in too many instances to be neglected. Judicious and systematic work is required, and the sooner that work begins the better.

WE GIVE INSERTION to Gen. Strange's second letter with pleasure. The General has been for some time a resident in the North-West Territories and he has witnessed a rebellion there. What he says, therefore, about the enrolment of a cowboy militia for the protection of the settlers is entitled to general respect.

WE HAVE THE highest authority for saying that the vexed question of the pay of the 65th and other troops returning from the North-West was considered by the Government of their own motion and that the determination was arrived at to continue the pay to July 31st to assist the men, who ceased the performance of military duty on the 21st, while finding some occupation in civil life, This wa a very proper decision to arrive at, but at the same time the spontaneity of the Government's generous determination was not made known to the 65th by the Government, until the HERALD had on two occasions called attention to the grievance and suggested its remedy. We are assured, however, that the Government always intended to make this payment.

### DEATHS.

WORKMAN—At Ocean House, Cape Elizabeth, Maine, Eliza, widow of the late Wm. Workman, Esq., aged 80 years.

The funeral will take place from the residence of her son-in-law, Mr. J. C. Baker, 355 Mountain Street, on Friday, 14th instant, at 3 p.m., thence to St. George's Church. Friends will please accept this notice. u 193

SWAN—At Ormstown, on Wednesday, the 12th instant, Archibald Swan.

Funeral from his late residence, 24 Windsor street, Montreal, on Friday, at 2 p.m., to Knox Church, from thence to place of interment. Friends and acquaintances are invited to attend.


## New Advertisements.

### PUBLIC ABATTOIRS.

—:o:—

### NOTICE.

CANADA,
PROVINCE OF QUEBEC, } District of Montreal.

I, the undersigned, Percival W. St. George, City Surveyor of the City of Montreal, do hereby certify that I have examined the eastern and western abattoirs of the Montreal Union Abattoir Company, and, I have ascertained and hereby certify that they are situated within three miles outside of the said city limits, as they existed previous to the annexation of part of the territory of the late town of Hochelaga to the City of Montreal, that they are well drained and have a good supply of water, the necessary melting and rendering houses, to melt and render the fat of animals, the blood offal and all other refuse matter, and are provided with the necessary machinery to destroy all noxious gases from the rendering and slaughter houses.

And I also certify that the said abattoirs are and each of them is suitable for the wants of the said city, the whole in accordance with the provisions of By-law No. 129, as amended on the 10th of August instant.

Signed, sealed and delivered in the City of Montreal, on the 12th day of August, eighteen hundred and eighty-five.

PERCIVAL W. ST. GEORGE,
City Surveyor.

u 194

### Save Discount on Taxes

—:o:—

For convenience of Rate Payers :—Water Rates and Business Tax will be received at the

YOUNG ST. STATION, St. ANN'S WARD,
—AND—
**Hochelaga Market, Hochelaga Ward.**

From parties producing accounts, on Thursday. Friday and Saturday, AUGUST 13, 14 and 15. Where bills are required, application must be made at the City Hall, the only place where accouuts can be supplied.

(By order,)
JAMES F. D. BLACK,
City Treasurer.

CITY HALL,
Montreal, 12th August, 1885. } m 193

### PAY YOUR GAS RENT

AT THE COMPANY'S OFFICE
Cor. St. James and St. Gabriel Sts,
—ON OR BEFORE—
**FRIDAY, the 14th Instant**
**AND SAVE THE DISCOUNT.**
August 12, m 192

## New Advertisements.

### UMBRELLAS !

—:o:—

S. CARSLEY, Umbrella Manufacturer, has in stock the largest and most varied assortment of Umbrellas and Umbrella Material in Canada.

Ladies' Silk Umbrellas, from $1.10 each to $13 each.

Gentlemen's Silk Umbrellas, from $1.75 each to $20 each.

A lower quality of Umbrellas from 25c each. A very useful large gents' Umbrella at 50c each.

Umbrellas made to order.

Umbrellas re-covered and made equal to new.

Umbrellas repaired and turned out in first-class style.

**S. CARSLEY.**

### STICKS AND WHIPS

S. CARSLEY'S stock of STICKS AND WHIPS are selected from the manufactories of the best and most reliable makers, and comprise every variety both in Natural Woods and Gold, Silver and Ivory Mountings.

Very choice goods, suitable for presentation STICKS AND WHIPS mounted to order.

**S. CARSLEY.**

### LADIES' AND CHILDRENS' Underclothing Department.

**SPECIAL REDUCED LOTS !**

PRINT MORNING WRAPPERS, reduced to $1.00, original price, $1.60 and upward.

PRINT UNDERSKIRTS reduced below cost price, in great variety.

CHILDREN'S SUN HATS AND BONNETS reduced to one-fourth original prices.

INFANTS' SATIN HATS AND BONNETS reduced to one-fourth original prices.

INFANTS' PIQUE PELISSES reduced to half price. Splendid value

**At S. CARSLEY'S.**

### S. CARSLEY,

1765, 1767, 1769, 1771, 1773, 1775, 1777
NOTRE DAME STREET,
MONTREAL.

### NOTICE TO CONSIGNEES.



The Allans SS. COREAN, C. E. Menzies, commander, from London, is entered at Customs. Consignees will please pass their entries without delay.

H. & A. ALLAN,
Agents.
Montreal, August 13, 1885. m 194

### NOTICE TO CONSIGNEES.



The Allans SS. NORWEGIAN, John G. Stephen, commander, from Glasgow, is entered at Customs. Consignees will please pass their entries without delay.

H. & A. ALLAN,
Agents.
Montreal, August 11, 1885. m 192

### TO GENTLEMEN !

Two or three gentlemen of quiet habits can obtain well-furnished Rooms, with all home comforts, in a first-class locality. House in fine order. Family private.

Apply at 52 Beaver Hall Terrace.
August 12 b 192

### Government Notice.

COLONIAL SECRETARY'S OFFICE.
ST. JOHN'S, NEWFOUNDLAND,
June 22nd, 1885.

TENDERS will be received at this Office until noon on WEDNESDAY, the 30th SEPTEMBER next, for

***SUITABLE STEAMERS,***

plying between a port in the United Kingdom and a Port in North America, North of Cape Henry, to call at St. John's, Newfoundland fortnightly, with and for Mails and Passengers ; to make Twenty round trips per annum between April and the end of January in each year. The Service to begin in April, 1886, and to continue for Five Years.

Passage and Freight Rates, and Accommodation for Passengers to be subject to the approval of the Government.

Tenders to specify the rate for each round trip, East and West, at which the Service will be performed.

**ALTERNATIVE TENDERS**

Will also be received for the above Service together with a Service between St. John's N.F., and Halifax, to be performed by a Suitable Steamer, fitted to contend with ice, to run fortnightly between the middle of January and middle of April in each year—say Six round trips. Tenders to specify rate per each trip to and from ; or

The Government will receive Tenders for the latter Service separately.

Further particulars made known on application at this Office.

E. D. SHEA,
Colonial Secretary.
du tf 161

### COAL FOR SALE !

—:o:—

### The Intercolonial Coal Mining Co

Are prepared to receive orders for their fresh mined

**"Drummond" Coal**

NOW ARRIVING EX STEAMER.

**Telephone No. 1206.**

Office : 199 COMMISSIONERS STREET,
June 17 3m wm 144

## New Advertisements.

### JAMES BAXTER & CO.,

**BROKERS,**
**120 St. Francois Xavier St.**
MONTREAL.

Buy Notes, Bonds and Mortgages, and make advances on all kinds of Collaterals.
All transactions confidential.
July 23 1y 175

### J. C. SIBBALD,

**Importer and Commission Merchant.**
**STEEL AND IRON RAILS,**
**Railway Supplies, Iron, Metals, etc.**
**146 Broadway,**
**NEW YORK.**
July 21 1y 123

**THE CANADA**

### CO-OPERATIVE SUPPLY ASSOCIATION (Limited)

—:o:—

### GREAT UNRESERVED SALE

—OPEN TO—
**Shareholders, Members and THE PUBLIC.**

The Liquidators of the Association notify the Shareholders, Members and the Public that the Stores will be open every day rom 8 a.m. to 6 p.m., for the Unreserved Sale of the various goods in the several departments, consisting of

STAPLE & FANCY
**DRY GOODS**
—AND—
GENTLEMEN'S FURNISHINGS !

Silks, Laces, Gloves, Parasols, Umbrellas Rubber Coats, Rugs and Shawls. Ladies' and Gentlemens' Underwear, Woollens, Tweeds, Mantle Cloths, and Mantles, Portmanteaus and Travelling Bags.

**STATIONERY AND FANCY GOODS**

Of every description and at low prices.

**DRUGGISTS' SUNDRIES.**

PATENT MEDICINES, PERFUMERY, TOILET ARTICLES, FINE SOAPS, TOOTH AND NAIL BRUSHES, and a great variety of useful articles.

**CROCKERY & GLASSWARE.**

**Dinner, Dessert, Tea, Coffee and 5 o'clock Tea Sets, Chamber Sets, Ornaments of every description. Lamps, Very Choice Lamp and Candle Shades, and in great variety.**

**GLASSWARE.**

**Very Fine and Medium Ware.**

DECANTERS, WATER & LIQUOR BOTTLES

**and all kinds of table ware.**

Wine Glasses of the finest description, also Fancy Ware at greatly reduced prices.

**GROCERIES.**

STAPLE AND FANCY GOODS AND PROVISIONS, JAMS, JELLIES, PRESERVED AND FRESH FRUITS, PICKLES, SAUCES.
ALL PURE AND BEST QUALITIES.

**WINES AND LIQUORS.**

Genuine and of the best qualities

CHAMPAGNE,
HOCKS, CLARETS,
PORT and SHERRY,
BRANDY, WHISKEY,
GIN, ALE and
MINERAL WATERS

**Country and City orders promptly filled as heretofore**
July 25 1m 175

### PUBLIC NOTICE

IS HEREBY GIVEN that the undersigned have been appointed and are duly qualified to act as Testamentary Executors of the late Thomas Wilson, in his lifetime of the City of Montreal, formerly merchant, and one of the Aldermen of said city, by and under his last Will executed at Montreal, on the 3rd April, 1883, an authentic copy whereof has been duly registered according to law. And all persons having claims against the estate of the said late Thomas Wilson, are hereby requested to fyle them in their hands, and all those indebted to said estate are notified to settle with them within the delay of the expiration of such debts, at the office of the undersigned manager, No. 11 Place D'Armes Hill, this city.

(Signed)
DAME C. NORMANDIN,
Widow of the late Thos Wilson
CHARLES LACAILLE,
G. A. NORMANDIN,
JOS. C. BEAUCHAMP, } Executors.

By order, JOS. C. BEAUCHAMP,
Managing Executor.
Montreal, 9th July 1885. 1m 181

### LA BANQUE DU PEUPLE.

—:o:—

**DIVIDEND No. 98.**

The Stockholders of La Banque du Peuple are hereby notified that a Semi-Annual Dividend of THREE PER CENT. for the last six months, has been declared on the Reduced Capital Stock, and will be payable at the Office of the Bank on and after

**MONDAY, the 7th September next.**

The Transfer Books will be closed from the 15th to the 31st August inclusive.

By order af the Board of Directors,
A. A. TROTTIER,
Cashier.
Montreal, July 28th, 1885. wfm 158 180.

### ELECTRO MECHANICAL CLOCK CO.

A General Meeting of the Shareholders of the ELECTRO MECHANICAL CLOCK COMPANY will be held at the office of McDougall, Haswell & Company, No. 480 St. Paul street, in the City of Montreal, at the hour of three o'clock in the afternoon, on MONDAY, the twenty-fourth day of August now next, for the purpose of organizing the Company, electing the Directors, passing and sanctioning By-laws, and the transaction of all other business that may be brought before the meeting.

Montreal, 30th July, 1885.

By order of the Provisional Board of Directors.

DUNCAN L. McDOUGALL,
182 24A Secretary pro tem.

### Steamer Island Chief

Leaves Ogdensburg at 2 p.m. for Alexandria Bay daily (Sunday excepted), returning from Alexandria Bay at 7 a.m., connecting with the Grand Trunk at Prescott at 1.30 p.m. and Brockville at 3 o'clock, and also with the **Canadian Pacific at Brockville at 3 p.m.**

W. D. HEMENWAY,
August 8 Maste 189

## Amusements.

### Crystal Palace Opera House,

ROLAND G. I. BARNETT,
Sole Proprietor and Manager.

☞CONTINUED SUCCESS !
**HUNDREDS TURNED AWAY.**
TO-NIGHT,
**FRIDAY, AUG. 14th,**
**IXION.**

The Great Comeduan HARRY BROWN especially engaged ; also MISS TOPSY VENN in her original part.
NEW FEATURES AND SONGS.
**Matinees Wednesday and Saturday. Special Price—25c Only.**
Admission 15 cents. Reserved seats 25c and 50 cents. Secure your seats at Prince's Music Stores, St. James St. and St. Catherine St. Now on sale. r 190

### Caledonian Society.

—:o:—

ANNUAL GAMES.
**Montreal Lacrosse Grounds,**
**SATURDAY, 15th August,**

RACES. DANCING, CLIMBING GREASY POLE, Etc.

**LADDER PYRAMIDS by Barnjums Gymnasium Ladder Pyramid Team, (Amateurs).**
**ADMISSION 25 CENTS.**

J. McQUEEN,
b 192 Secretary.

### Buffalo Bill's Wild West!

—AT—
**Montreal Driving Park.**
**Entrance on Mill Street.**
Something New, Realistic, Grand !
**LAST BUT ONE PERFORMANCE.**
Gates open at 1. Performance at 3.30 p.m., Rain or Shine.

Busses and vehicles leave Windsor Hotel and Post Office Square to convey passengers direct to grounds every few minutes.
**FIRST TIME IN CANADA.**
The Greatest Novelty of the Century
**BUFFALO BILL!**
"He is king of them all."—Gen. E. A. Carr.
The renowned Sioux Chief
**SITTING BULL!**
and staff, WHITE EAGLE and 52 Braves, The One-Legged Sioux Spy, FRISKING ELK.
The great Markswoman from the Western Border, Miss ANNIE OAKLEY. Largest HERD OF BUFFALO ever exhibited. Great Indian BUFFALO HUNT, known as the "SURROUND." The Phenomenal Boy Shot, JOHNNY BAKER. Cowboy Kid, SET CLOVER, the unequalled Cowboy Shot, shooting at marbles, half-dollars and nickles. MUSTANG JACK, the Champion Jumper, jumping over a horse 16½ hands high. BUFFALO BILL will shoot at clay pigeons from traps ; also with revolver, rifle, on foot and on horseback, at full speed, at glass balls. BUCK TAYLOR, King of the Cowboys, in novel equestrianism and lassoing wild cattle, and riding bucking horses wilder than ever. YELLOW HAND'S DEATH, by Buffalo Bill. Grand BATTLE SCENES similar to Fish Creek, Cut Knife and Batoche.
Music furnished by the famous Cow Boy Band. We fulfil every promise.
**CODY & SALSBURY.**
Admission, 50c. Children, 25c.
Carriages admitted free.
August 5. 186

### ART ASSOCIATION OF MONTREAL.

—:o:—
o—GALLERY OF—o
**PAINTINGS AND SCULPTURE**
**OPEN FROM 10 A.M. TO 5 P.M.**
o—*ADMISSION*,—o
Members and their Families .....FREE
Non-Members.....25 Cts
SATURDAYS FREE.
May 25 124

## New Advertisements.

### CANADIAN PACIFIC RAILWAY CO.

—:o:—

**DIVIDEND NOTICE.**

The HALF-YEARLY DIVIDEND upon the Capital Stock of this Company, at the rate of THREE (3) PER CENT. per annum, secured under Agreement with the Government of the Dominion of Canada, will be paid on AUGUST 17th, 1885, to Stockholders of record on that date.

Warrants for this Dividend, payable at the Agency of the Bank of Montreal, 59 Wall Street, New York, will be delivered on and after AUGUST the 17th, at the Office of the Company's Agents, Messrs. J. Kennedy, Tod & Co., 63 William Street, New York, to Stockholders who are registered on the Montreal or New York Register.

Warrants of European Shareholders, who are on the London Register, will be payable in Sterling at the rate of Four Shillings and one penny half-penny [4s 1½d] per dollar, less Income Tax, and will be delivered on or about the same date, at the Office of Messrs. Morton, Rose & Co., Bartholomew Lane, London, England.

The Transfer Books of the Company will be closed in London, at 3 o'clock p.m., on Monday, July 13th, and in Montreal and New York at the same hour on Monday the 27th July, and will be re-opened at 10 o'clock, a.m., on Tuesday, August 18th, 1885.

By order of the Board,
CHARLES DRINKWATER,
Secretary.

OFFICE OF THE SECRETARY,
Montreal, July 7th, 1885. } wfm 18A 162

### IMPORTED HAVANA CIGARS.

**PEDRO MURIAS.**
**GOLDEN EAGLES.**
**MANUEL GARCIAS.**
**HENRICUS PHILIPPUS.**
**Just received direct from Havana**

—:o:—

### PHILIP HENRY,

134 St. James Street,
BRANCH : 1885 ST. CATHERINE ST.

### BRASS GOODS !

—:o:—

Fenders, Fire Sets, Andirons, Spark Guards, Coal Scuttles, &c. &c. Marbleized Slate Mantles.

**GRATES!**
**GAS GRATE LOGS, &c., &c.**

**GEORGE W. REED,**
Slate, Metal and Gravel Roofer,
**783 & 785 Craig St., Montreal.**
June 8, 1885. tfs 73

## ATLANTIC BREEZES.

**Wentworth's Wealthy Surroundings—An Island of Beauty in an Enchanted Sea—How Wentworth the Wilful Governor Missed One Bride and Won Another—The Power of the Press-Gang Gives the Wilful Widower his Revenge—Birth, Beauty and Jewels in the Ball-Room at Night—Saratoga and the Summer Season—All Around the Circle.**

[FROM OUR SPECIAL CORRESPONDENT.]

The Wentworth,
New Castle, N.H.,
August 11, 1885.

If the eternal fitness of things could be preserved in a letter from this place, it would be accompanied by some of the artist's deftest touches, that it might lay before your readers some of the lovely surroundings of this locality; but where the pencil cannot be brought into play the pen must, as best it can, endeavor to fill its place, and word-painting be accepted in place of illuminations.

Where there is so much that is lovely, the writer hesitates, as would the artist, before this *embarras de richesse*, and does not know which of the beauties is most worthy of his efforts. Where every prospect pleases, then one is truly at a loss where to begin.

The location occupied by the Wentworth is the highest on the Atlantic coast between Boston and Mount Desert, and, looking eastward, the broad Atlantic lies like an immense terrace of sparkling blue steel, its waters glinting and glimmering in the sunlight, and smooth as the polished shields that Roland and Bayard carried. On the other side of the magnificent and palatial hotel lie the harbor and city of Portsmouth, while, straying in and out, and forming dozens of little islands, are coves and inlets, wandering offshoots from the parent stem, which add

AN EVER-VARYING LOVELINESS

to the quiet beauty of the scene; while in the immediate vicinity of the house broad lawns have been laid out which descend to the water's edge in gently sloping terraces, while the green turf is dotted here and there with beds of varied-hued flowers of all descriptions.

Just in front of the house is a little harbor, in which float numerous pleasure craft, while far out on the horizon the half dozen islands that form the group of the Isles of Shoals lie drowsy looking in the blue veil that hangs over and shimmers about them. Saucy little steam launches glide over the smooth surface of the quiet sea, shivering its glassy and mirror-like waters into a thousand waving streaks, and leaving behind them a white mass of foam that crinkles and shimmers in the sunlight like a gossamer veil of filmy lace hung over a cuirass of Damascus steel, while a wavy line of lazily-drifting smoke streams out behind, and dissolves into

SYMPHONIES IN GRAY

as it floats off over the point of land that sticks its black nose beneath the flood and seems to be enjoying a quiet bath.

The old house of Governor Wentworth lies not far from the hotel, and here it was that he lived, and wooed, and finally won his first choice after a decided rebuff. Benning Wentworth received his commission as Governor of New Hampshire in 1741, and in 1750 built his retired and romantic residence that now is one of the most interesting objects to visit in the neighborhood. The house contained fifty-two rooms, and during the twenty-five years he held his commission was the scene of much revelry and gayety. In 1759 the Governor was a widower and childless, his three sons by his first wife having died prior to that time, and in his loneliness he proposed to Molly Pitman, who, however, declined the Governor's proffered honors of wealth and station and married a humble mechanic. But the Governor was not to be opposed with impunity, and with the aid of the captain of an English frigate, had a

PRESS-GANG SENT ASHORE

and the young husband carried off; and for seven long years he served on shipboard, finally escaping through the connivance of a sympathetic officer, and returning to his faithful wife whose virtue was proof against the allurements of wealth.

But soon after, Martha Hilton, who had been upbraided more than once on account of her careless dress and slovenly appearance, and who had prophesied that she would yet ride in her chariot, entered the Governor's service as cook, and doubtless tickled the old Governor's palate so well that she became a favorite; and one evening after diuner she entered the dining-room and stood blushing in front of the fire-place when the Governor, taking his place by her side—he sixty, she twenty,—says to the Rev. Arthur Brown, who was a guest:

"Mr. Brown, I wish you to marry me."

"To whom?" was the wondering rejoinder.

"To this lady," was the reply.

The Rector stood confounded, when the Governor became imperative.

"As the Governor of New Hampshire, I command you to marry me," and this there was no gainsaying, so the ceremony was performed, and Martha Hilton became Lady Wentworth.

Named after the old Governor, and only just across the little inlet which lies near the house, stands the Hotel Wentworth, a magnificent building, with accommodation for five hundred guests, and fitted with every convenience and luxury that ingenuity could suggest or money buy. Mr. Frank Jones, the owner, has spared nothing to make the house attractive, and, with a liberality that is for the most part unknown among the citizens of New Hampshire, he conducts the hotel on the most lavish scale, being ably seconded in his efforts to make a complete success of his undertaking by his manager, Mr. George F. Thompson. The Hotel Wentworth has become one of the most popular fashionable resorts on the Atlantic seaboard, and now contains a large number of the best people from New York, Boston, Philadelphia, and other centres of wealth and refinement, and in consequence the broad piazzas are a continually glittering panorama of lovely girls and handsome women, while the ball room at night is a

PERFECT PICTURE OF BRILLIANT BEAUTY.

Much is heard in traveling circles regarding Saratoga, and the discovery that the waters of the Hathorn Spring are wonderfully efficacious in all skin troubles, and that by their use a brilliant, smooth, and lovely complexion is soon acquired, which is the wonder and admiration of all.

Congress Hall, under the wise management of its present head, Major H. S. Clement, is more popular than ever before, and this historic hotel is filled to overflowing. The adoption of the popular rate of $3.50 per day meets with the hearty endorsement of the public; for a saving of $1.50 per day from the $5 rate of the other great caravanserais, is an argument the financial potency of which all readily acknowledge, and the superb service of the house leaves nothing to be desired. Major Clement is adding laurels to his already established reputation as one of the most courteous and attentive landlords known to the traveling public.

Now that the distracting claims and excitement incident to the

MOURNFULLY MAGNIFICENT PAGEANT

attending the funeral of General Grant is over, summer travel, which last week was so largely drawn to the iine of the Hudson and New York city, has taken up its accustomed line of march, and the White Mountains are filled in all their romantic scenes with the hosts of travelers whom the Boston and Lowell Railroad is bringing several times each day on its unrivalled summer trains; and as the pleasure-seekers finish the tour of the hill country, the exodus is towards the North, though Saratoga is taken *en route* by a very large number. Referring again to Saratoga hotels, a word should be said concerning that comfortable and cosy house,

THE ADELPHI,

which combines within its smaller dimensions all the elegance and refinement of a quiet home with the conveniences of the greater hostelries. It is a favorite abiding place with the elegantly refined, who prefer quiet and seclusion rather than bustle and crowds. All this tide of travel flows northward as the influence of

THE MALIGN DOG STAR

culminates, towards the cooler climate of the Dominion. Montreal is naturally the centre to which the various lines of travel converge, and from whence the various Canadian resorts are so easily reached over its great railroad lines, of which the Canadian Pacific, now so near its final completion, is so important a factor. The prospect is that your city will be thronged during the balance of the season and till late in September with a great number of Americans, who have learned to appreciate all that is both old and new in its history and present prosperity, as well as its unsurpassed hotels, of which St. Lawrence Hall is so superior an example.

The Thousand Islands, Lachine Rapids, Quebec and the Lower St. Lawrence and its numerous resorts are all bound to receive due attention from tourists, and the voyage up the rugged, desolate and yet grandly picturesque Saguenay to Chicoutimi will not be neglected, we may be sure, since we learn that the utmost capacity of the St. Lawrence Steam Navigation Company's boats is tested every trip.

The Down East Province of New Brunswick is attracting large numbers of seashore visitors, both from the north and from this place, to its new maritime summer home on the lovely Campobello Island, which promises to become the choice resort of the north-east coast. This is due in part to its natural attractions, which once known are irresistible, and to the efficiency of the International Steamship line, whose two staunch and seaworthy steamers, "State of Maine" and "Cumberland," are in the highest favor with all who enjoy a short and delightful and safe coast voyage. There is also a generous tide of travel from Campobello to St. John, N.B., by the same line and thence by rail to Riviere du Loup, and thence up the St. Lawrence to Montreal, whence the journey home, wherever it may be, is so easily accomplished.

Charming weather prevails all along the coost, and it is wonderfully enjoyed by all the army of visitors from the heated streets of our Southern cities.

YOUR ST. LAWRENCE HALL

will present a busy scene on or about the 25th instant, as the sixty-six London college girls of Westminster College, who are now in New York, have decided to spend one week in your city at the St. Lawrence Hall. Henry Hogan is a lucky fellow, as he seems to get a house full constantly, not only of the people of North America, but titled and prominent foreigners as well. The presence of the young ladies will add much to the life of the summer carnival.

ARNO.

## CORRESPONDENCE.

**Letter From General Strange.**

Rideau Club,
Ottawa, August 11, 1885.

To the Editor of THE HERALD.

SIR,—I feel sorry you have occupied so much of your valuable space to so little purpose, but I had better not leave you in error as to my meaning in advocating the extension of the militia system of Canada to the district of Alberta.

The militia of Canada are not generally spoken of as permanent forces. They are only embodied once a year for a short period of drill, or on emergency.

The gunnery, cavalry and infantry schools are the only permanently embodied corps at present.

I did not, therefore, advocate the enrolment of a regiment of cowboys as a *permanently embodied corps.*

Only that they should, in common with other settlers in the North-West, be permitted and encouraged to enrol as militia, performing a short period of drill annually but liable to be called out on emergency, by a magistrate under, which conditions the Militia law permits of their acting as constables.

The mere existence of such a force would have a sobering effect on Indians and give the necessary sense of security to white settlers. The police are liable, as in the late trouble, to be removed to distant points of a vast territory. Under no conditions can they fill the place of a National Militia.

I repeat the Anglo-Saxon in every part of Canada has a right to be allowed to enrol legally for his own security. If not allowed to do so, he will, if true to the instincts of his race, defend himself and his property at the risk of chronic Indian disturbance. This it is the wish of every loyal man to avoid. The Militia of Eastern Canada and Manitoba have nobly spent blood and time, which is money, in assisting their Western fellow countrymen. Are they willing to undergo the chance of perpetual recurrence of this dislocation of business, rather than allow the Western man the legal means of protecting himself, by extending to him the militia system of Canada, which has been the cradle of Canadian unity?

Yours truly,
T. B. STRANGE.

**Sabbath Observance.**

To the Editor of THE HERALD.

SIR,—In your article on this subject, it is taken for granted that a Sunday (or Sabbath, whichever you like to call it) spent as the majority of religious people think it should be spent, is necessarily a day of gloom. This I am aware, is the way in which it is generally put.

There could not be a more mistaken notion, I venture to say that if any hundred families were taken who are in the habit of keeping Sunday as a day of religious observance (in clear contradiction to observing it as a day of amusement), and were asked which is the happiest day of the week they would in a large majority of cases reply without hesitation, Sunday. In this I include young and old alike. There would be exceptions, but very sure am I that they would be so few as to prove the assertion true.

Judging by long and varied experience in this and other countries, I have long come to the conclusion that a religious Sunday is the happiest Sunday; that it is the most truly recreative, that it best answers the end for which every seventh day is set apart as a day of rest, and that the element of amusement and sight seeing being wholly foreign, had better be kept out of it. Admirable on other days they are contrary to the spirit of this.

As to the opening of picture galleries attracting the people from the public-house, I venture to say (and I have lived thirty years in England) that it is the purest delusion to imagine it. The working men of England don't all frequent the public-house, and as for cricket—glorious game as it is—to think of that weaning people from the public house; the idea is too silly altogether.

The letter from the parson is noticeable. When I was young there were plenty of parsons in our neighborhood who were more at home in the hunting field than the pulpit, and some of whom could break out with a round oath or two on occasion. The race has almost died out, but there are some of them left still no doubt.

ANTI-CANT.


## New Advertisements.

## Sale by Authority of Justice!

—:o:—

Will be sold by Public Auction to the last and highest bidder at the office of the undersigned Notaries,

**No. 157 St. James St., Montreal**

—ON—

Wednesday, the Nineteenth of August inst., 1885,

At the hour of ELEVEN of the clock in the forenoon, the following immovable property belonging to the vacant succession of the late THOMAS CRAMP, in his lifetime of Montreal aforesaid, Merchant, namely:—

1st. An emplacement of irregular figure, situated in the said City of Montreal, in the West Ward, fronting on Hospital Street, and known and distinguished on the Official Plan and Book of Reference of said Ward by the Number One Hundred and Thirty-Seven, (137) with a three storey Brick Building on Hospital Street, and a three storey Stone and Brick Warehouse thereon erected, containing ninety-nine feet in front, and ninety-six feet three inches in rear, by a depth of eighty-nine feet ten inches on the north-eastern line and sixty-seven feet seven inches on the south-western line, the whole English measure, and more or less.

2nd. Two Shares of the Victoria Skating Club.

For terms and conditions apply to
MARLER & McLENNAN,
Notaries and Commissioners.
157 St. James Street, Montreal.
August 7. 7,8,12,13,17,18A 188

REV. FATHER LABELLE'S
## NATIONAL LOTTERY
—OF—
## COLONIZATION!

—:o:—

Established under the Provincial Act, Quebec, 32 Vic. Cap. 36.

—:o:—

**VALUE OF LOTS:**

First Series - $50,000.00
**HIGHEST LOT, $10,000.00.**
Second Series - $10,000.00
**HIGHEST LOT, $2,500.00.**

**THE THIRD DRAWING**

Will take place at the
CABINET DE LECTURE PAROISSAL
(Opposite the Montreal Seminary),
Wednesday, 28th October, at 2 P. M.

**SECURE TICKETS AT ONCE.**
PRICES:
First Series .....$1.00 | Second Series....25c

The official list of prize winning numbers will be forwarded after the 2nd November to all applicants on receipt of a 3c stamp.

To obtain Tickets, apply personally, or by letter (registered) addressed to the Secretary.

Send 5c stamp for mailing and registering the Tickets asked for [6c United States].

S. E. LEFEBVRE,
No. 19 St. James street, Montreal.
July 18 2 aw ws 171

PROVINCE OF QUEBEC. } District of Montreal. }
In Re
THE CANADA CO-OPERATIVE SUPPLY ASSOCIATION (Limited.)
Insolvent.

NOTICE IS HEREBY GIVEN that in conformity with the terms of an order granted by the Honorable Mr. Justice Jette, on the third day of July, 1885, creditors of the said Association and others having claims thereon, are to send in their claims to the undersigned liquidators, on or before the tenth day of September next, and that at the expiration of the said delay the said liquidators shall be at liberty to distribute the Assets of the Association or any part thereof amongst the parties entitled thereto, and shall not be liable for the assets so distributed, to any persons whose claim they have not had due notice of as aforesaid.

Montreal, 4th July, 1885.
F. B. MATTHEWS,
G. R. GRANT,
Liquidators
No. 288 St. James Street.
July 11 11,25J 8,22A 1,8S 165

## Notre Dame College,

COTE DES NEIGES,

FOR CHILDREN FROM 5 TO 12 YEARS.

Classes will be re-opened TUESDAY, SEPTEMBER 1st.
August 5. 5, 8, 15, 19, 22, 29A 186

## New Advertisements.

GRAND DOMINION
AND FORTIETH
## Provincial Exhibition,
Under the auspices of the
Agriculture and Arts Association of Ontario
To be held at
## LONDON
From the
**7th to 12th Sept., 1885.**

$30,000 IN PREMIUMS AND MEDALS.

Owing to the Dominion grant of $10,000, a supplementary edition of the Prize List has been issued, making an entirely new list for the first 40 pages. From page 40 first edition will be used.

Exhibits to come from the North-West and the Maritime Provinces. On these exhibits transport will be paid.

One fare for passengers and freight on all principal roads in the Dominion.

Entries to be made in all classes of Live Stock and Farm Products by Aug. 22; Horticultural Products, Ladies' Work, etc., by Aug. 25.

Exhibition to be opened by His Excellency the Governor-General.

Prize Lists, both editions, and Blank Forms can be had by applying by post card or otherwise to the Secretary.

GEORGE WADE, Toronto.
GEO. MOORE, President, Waterloo.
August 13 b T uW 193

## ST. LAWRENCE HALL,
135 TO 139
**St. James Street,**
**MONTREAL.**
**HENRY HOGAN,**
Proprietor.

The Best Known Hotel in the Dominion;
July 25 mws 177

## CHLORODYNE.

Dr. J. Collis Browne's Chlorodyne.

Vice-Chancellor Sir W. PAGE WOOD stated publicly in Court that Dr. J. COLLIS BROWNE was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say that it had been sworn to.—*Times*, July 13, 1864.

Dr. J. Collis Browne's Chlorodyne is the best and most certain remedy in coughs, colds, asthma, consumption, neuralgia, rheumatism, &c.

Dr. J. Collis Browne's Chlorodyne.—The Right Hon. Earl RUSSELL communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—*See Lancet*, December 31, 1864.

Dr. J. Collis Browne's Chlorodyne is prescribed by scores of orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—*Medical Times*, January 12, 1866.

Dr. J. Collis Browne's Chlorodyne is a certain cure for Cholera, Dysentery, Diarrhœa, Colics, &c.

Dr. J. Collis Browne's Chlorodyne.—Caution—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the stamp. Overwhelming medical testimony accompanies each bottle. Sole manufacturer J. T. DAVENPORT, 33 Great Russell Street, Bloomsbury, London. Sold in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.
July 6 1 aw 6m 160

## SKIN DISEASES

Are of two kinds: firstly, those which are only skin deep (which are not now to be considered); secondly, those which are caused by a bad state of the blood, and which attack various parts of the body in different ways. Skin disease shows itself in the **HEAD**, sometimes in the form of Dandruff which no amount of brushing and combing will get rid of, and sometimes in the form of Scaly Eruptions. In the **NECK**, by an enlargement of the glands (commonly called Glandular Swellings), which if unchecked become very unsightly wounds. In the **ARMPITS**, and the inside of the **ELBOWS**, by an inflamed Roughness of the Skin, which is very painful when washed. In the **HANDS**, by deep Cracks or Fissures, which, if healed for a few days, speedily open again, or by horny-looking patches. In the **LEGS**, by Hard, Shiny and Inflamed Swellings, or by wounds more or less deep. And on the **BODY**, in Red Scaly Patches, which as often as rubbed off, form again, or in the discharge of a thin watery fluid of a very disagreeable nature. In all these cases the treatment must be twofold. An Ointment is required to relieve Itching, and Medicine must be taken to change the state of the Blood, and render it pure.

Both these requirements are supplied by

Dr. Roberts' Celebrated Medicines,
The OINTMENT called
**"THE POOR MAN'S FRIEND,"**
And the PILLS called
PILULÆ ANTI-SOROPHULÆ OR ALTERATIVE PILLS.

These Two Medicines have now stood the test of 100 years' trial, having been introduced to the public in the latter part of the last century.

They may be obtained of all Chemists or of the Proprietors,
BEACH & BARNICOTT, Bridport, Dorset.
**Price 1s 1½d, 2s 9d, 11s and 22s each.**
*Postage extra.*
July 18. 1y eow 171

## The International Railway Co.

—:o:—

NOTICE IS HEREBY GIVEN that the Annual General Meeting of the Shareholders will be held in the office of the Company (being the office of the British American Land Company) in the City of Sherbrooke, on

**MONDAY, the 7th September next,**

at ELEVEN o'clock a.m., for the election of Directors, and for the transaction of other business.

J. DAVIDSON,
Sec.-Treas.
Sherbrooke, August 7, 1885. 1aw m tf 190

MONTREAL
## Wall Paper Factory.

**COLIN McARTHUR & CO.'S**
SAMPLES FOR 1885-6.
**ARE NOW OUT.**
The finest selection ever produced in Canada.
**SAMPLES SENT TO THE TRADE ON APPLICATION.**

The Trade are requested to reserve their orders till Travelers call.

Factory: 1 to 21 Voltigeurs Street,
**Corner Notre Dame Street,**
MONTREAL.
May 25 6m 124

## JOHNSTON'S FLUID BEEF!

**JOHNSTON'S FLUID CHICKEN.**

Johnston's Dessicated Oysters.

All the above preparations are invaluable to invalids and a favorite luxury with convalescents.

**Sold by all Druggists and Grocers.**
June 10. eod 188

## Miscellaneous.

MAP OF THE
## PHOSPHATE REGION
**Of Ottawa County,**
PROVINCE OF QUEBEC.
—COMPILED BY—
CHARLES ROBB,
**Mine Engineer, Montreal.**

Showing the Roads, Rivers, Lakes, principal Mines and Divisions of the lots, &c., &c.

Copies in two colors on plain paper.....$1.00
Copies in two colors on tracing linen....$1.50

**FOR SALE BY**
THE
GEO. BISHOP ENGRAVING & PRINTING CO'Y
(LIMITED),
**169 St. James Street,**
**Montreal.**

May be had at the office of the "Mining Review," Ottawa, or from Capt. Macnaughton, Buckingham, Que.
Montreal, June 25 151

AUTOMATIC
## FIRE EXTINGUISHERS

—:o:—

**ROBERT MITCHELL & CO.,**
**Cor. St. Peter & Craig Sts.**
*Sole Agents for the Dominion for the latest and best*
**AUTOMATIC SPRINKLERS.**

We are now fitting these up and solicit orders.
June 11 139

## SPRING HILL COAL.

Fresh mined arriving daily on Cars
For Price, &c.,
Apply to
CUMBERLAND RAILWAY & COAL COMPANY.
**J. R. COWANS,**
Secretary.
Chesterfield Chambers, 18 Alexis Street.
April 15. 1y 14

## FOR SALE!

IN QUANTITIES TO SUIT PURCHASERS
**Fresh Mined**
## CALEDONIA MINE COAL
NOW LANDING
EX SS. BENHOPE.
FOR PRICE, TERMS, &c.,
APPLY TO
**J. & R. McLEA,**
—AGENTS—
Caledonia Coal & Railway Co
8 COMMON STREET.
June 1 6m 130

## FOR SALE.
## Fish and Oils.

**HERRINGS:—**
Cape Breton No. 1 and 2, Brls. and Hf. Brls; Loch Fyne in kegs, "Malcolm" Brand.
**LOBSTERS:—**
In cases of 4 dozen tins.
**SEAL OIL:—**
Steam Refined, Ordinary Pale Seal and Straw.
**COD OIL:—**
Gaspe, Halifax and Newfoundland.
**SYRUP;—**
Brls., Atlantic Refinery.

**JOHN BAIRD & CO.**
191 Commissioners Street.
Aug. 11 191

## SHOTT'S PIG IRON.

Consignments Just to Hand.
FOR SALE BY
**ROBT. N. C. CONNAL,**
**13 Chesterfield Chambers,**
MONTREAL.
SOLE AGENT FOR THE DOMINION
Montreal, May14. y1y 116

## GIBB & CO.

Being Weekly in Receipt of
NOVELTIES
—IN—
TAILORING
—AND—
## HABERDASHERY
**Invite Inspection.**
July 23 179

## POTTIER & STYMUS,

Furniture and Interior Decorations.
NEW WAREROOMS,
**489 FIFTH AVENUE,**
**NEW YORK.**
**Antique Department,**
*CURTAINS AND DRAPERIES*
**Tapestries, Ancient and Modern,**
Bronzes, Vases and Curios.
June 13 1y 142

## Auction Sales.

BY THOMSON & GOWDEY.

**On Account of whom it may Concern.**

We have been instructed by Messrs D. TORRANCE & CO., agents of the SS. GRASSBROOKE, stranded at Seal Cove, Newfoundland, on a voyage from Hamburg and Antwerp to Montreal, to offer AT AUCTION, in lots to suit purchasers, the following portion of her cargo, now landed on the wharf, WINDMILL POINT, Port of Montreal, comprising:

4600 boxes Glass, in packages of 50, 100 and 200 feet.
673 crates bottles Beer, Wine, &c.
3506 bundles Wire Iron, galvanized and coppered.
398 casks Sheet Zinc.
88 cases Sheet Zinc.
772 Boiler Tubes.
94 barrels Oxide Zinc Paint.
33 casks Roll Sulphur.
144 Boiler Plates.
44 kegs Wire Nails, assorted, 100 lbs.
50 kegs Paint, assorted colors, 100 lbs.
38 Cases Glycerine.
45 Cases Fancy Goods, Toys, Meesrchaum Pipes and Bent Wood Furniture.
4 Cases Mirror Plates.
6 Cases Slate Pencils.
2 Cases Musical Instruments.
4 Bundles Hides.
11 Puncheons Rennet.
15 Casks Toy Marbles.
400 Iron Girders and Channels.
200 Bundles Rod Iron, ⅜ x 3-16.
20 Casks Flour Sulphur.
&c., &c., &c.

The whole for unreserved sale and immediate removal, on
**WEDNESDAY, 19th AUGUST,**
At TEN o'clock.
**THOMSON & GOWDEY,**
191 Auctioneers.

BY THOMAS J. POTTER.

## NEWCASTLE COALS
BY AUCTION.

**"For Account Whom it may Concern,"** will be sold on **THURSDAY MORNING, 13th August,** at the Allan Line wharf, about **140 Tons Newcastle Coal,** ex-SS. Corean, from London. No reserve.
Sale at 11 o'clock.
**THOS. J. POTTER,**
191 Auctioneer.

## Miscellaneous.

## COAL OIL STOVES
—AT—
**COST PRICE.**
**NON-EXPLOSIVE, NO SMOKE**
**NO SMELL.**
**CALL AND SEE THEM.**
MANUFACTURED BY
**GEO. R. PROWSE,**
**222 ST. JAMES STREET.**
July 9 tf 163

**R. THOMSON & SON,**
Blacksmiths, Engineers,
18 St Constant Street, Montreal
(Facing Drill Shed.)

Forgings of all kinds made to order. Steam Engines and Shafting fitted up. Removal erecion and repairs of Printing machinerya pecialty. Manufacturers of Thomson's Celebrated Printers' Roller Composition. 256

## JOHN HOPE & CO.,

MONTREAL,
**Agents in Canada**
JOHN DE KUYPER & SON, Rotterdam
MARTELL & CO., Cognac.
JULES ROBIN & CO., Cognac.
MOET & CHANDON, Epernay.
DEINHARD & CO., Coblenz.
BARTON & GUESTIER, Bordeaux.
M. MISA, Xeres de la Frontera.
COCKBURN, SMITHES & CO., Oporto
MULLER & DARTHEZ, Tarragona.
FREDERIC VALLETTE, Marseilles.
E. & J. BURKE, Dublin.
PATTERSON & HIBBERT, London.
BULLOCH, LADE & CO., Glasgow.
WM. JAMESON & CO., Dublin.
CANTRELL & CHRANE, Dublin.
&c., &c.

N. B.—ORDERS RECEIVED FROM THE WHOLESALE TRADE ONLY.

**For Sale.**

FOR SALE.

THE VILLA RESIDENCE, 265 Drummond street, above Sherbrooke street, with Lawn, &c. The house is in good order, heated by hot water, Spence furnace, has a cemented rat-proof floor and all modern conveniences. The position commands a beautiful and extensive view and for salubrity and desirable surroundings is unsurpassed. Size of lot, 140 x 150 feet.

Also, VACANT LOT in rear, being part of a garden with fruit trees, &c., extending to head of Stanley street, 140 x 130 feet.

Apply between 9 a.m. and 12 a.m.
ALEX. McK. COWIE
62 104 Grey Nun Street.

FOR SALE.

**BEAUTIFUL BUILDING LOT**

That choice building site, corner of Pee Street and Burnside, 112 x 116.6, the best corner in the city, for sale CHEAP.
Apply to
W. McLEA WALBANK, C. E.,
Architect,
214 St. James Street

**FOR SALE AT ST. ANNE'S.**

**Beautiful Farm of 90 Arpents.**

H. M. PERRAULT,
No. 11 Place d'Armes Hill. 137

**To Let.**

**TO LET,**
**THREE HANDSOME NEW OFFICES**
Together or Separately,
**STAINED FINISH,**
**HOT WATER HEATING.**
**521 ST. JAMES STREET**
**DAWES & CO.**
Sept. 235

HOUSE TO LET.

A FIRST-CLASS HOUSE.—SITUATION CENTRAL. Close to Sherbrooke Street nd Union Avenue.
**Rent Cheap—$500.**
Partly furnished if wished.
For more particulars address
D. C. HOPKINS,
P. O. Box 1863.
April 28. 101.

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## LETTER FROM CALGARY.

### About Farming in the Far West and Other Matters.

[FROM OUR OWN CORRESPONDENT.]

CALGARY, Aug. 6, 1885.

I notice you have great rejoicing in Montreal and elsewhere on the return of the "boys." This is as it should be, we up here have got over the rejoicing part and all are settling down to regular work again.

The appointment of Mr. Thomas White reported here yesterday, as Minister of the Interior, is looked upon with favor, as it is well known whatever Mr. White takes in hand will be well done, and his ability and capacity to grapple with difficult questions makes him peculiarly well fitted to fill the position. I hope the report is a correct one.

The Rev. Mr. Caul and Prof. Donald, of Montreal, passed through here last week to the Rockies. The Rev. Mr. Robertson, who is a kind of a Presbyterian bishop, was here last Sunday. His duties are to visit all the churches and missions in the North-West from time to time, and he seems well fitted for the position.

A BRAVE WOMAN.

I went out about ten miles one evening on a visit to a ranche—*no farmers* here, all are *ranchers*. If a man has 160 acres of land he is a rancher, it sounds bigger than being only a farmer. I asked the lady of the house, or rather a log shak, if she felt any way alarmed when the troubles broke out, the shak being isolated fully two miles from any other, and she replied that she did feel a little alarmed at first, but got a repeating rifle and had it loaded and placed beside her bed, and she then felt quite safe. After the troubles were over her husband took the rifle to practice shooting, but not one of the cartridges would go off; so the poor woman would have been in a sorry plight if she had had occasion to use the weapon.

I visited Mr. Livingston on Saturday evening last at his special request to have a look at his crops and they were well worth a visit. Everything looked splendid. I noticed some very fine timothy, the first I had seen. Mr. Livingston pulled me a handful which I brought back and now have it in the office. Some of the stalks are 4½ feet long. Mr. Livingstone sowed the seed and the result is a splendid crop. The native grass was only half the length of the timothy, and I asked if the grass would kill the timothy, but was told that the reverse was the case, that the timothy would kill the grass, so you see that the native grass as well as the native citizens of this country have to give way to others.

A PLEASING SIGHT

is to see wagon loads of vegetables coming in from the country, which made me think I was in Montreal again. Cabbages, beets, new potatoes, onions, lettuce, spinach, carrots, radishes, cauliflower, &c. in abundance—all in perfection, showing that this country can [illegible] plainly when properly [illegible] raise all these says he is [illegible]naged. Mr. Livingston is [illegible] the first man who ever set foot [illegible] this place some thirty years ago. He then passed through here and went to Edmonton, but returned in a few years and squatted down where he is now. He says he ploughed his land for many years with his rifle on the side of his plough. He gave me some particulars as to how settlers are dealt with, but I will reserve what I have to say on this subject until another occasion.

The promotion of Major Steele gives great satisfaction here. There are other officers in the Police force who, for self-conceit and vulgar pompasity can take the cake, but Majors Steele and Dowling are not of that class.

AMUSEMENTS.

In addition to a very nice little theatre called Boynton Hall, a new Music Hall was opened last night by the "Amateur Minstrel Troupe." An audience of about two thousand attended and the performance was a very credible one. A stump speech on "the rebellion" was made by Mr. Kenley (brother of Mr. Kenley of the Russel, Ottawa, and formerly of Cacouna and Caledonia Springs.) He is a capital actor and played his parts to the great satisfaction of the audience. His stump speech abounded with humorous hits at General Middleton and General Strange. The editor of the *Herald* (here) and your humble servant came in for a share of the jokes, which brought down the house.

Mr. Grant, from Toronto, and other gentlemen are here at present on their way to their ranche on the Rosebud River. The capital of this company is $1,000,000. An item of interest of this ranche is the fact that it is the first large stock-raising ranche established north of the Bow River. Mr. Evans says he admires the beauties of Calgary, but that they cannot come up to those of the Rosebud.

Mr. F. S. Stimson is often in Calgary, his ranche not being very distant. Mr. Stimson has the reputation of being the most successful stock-raiser in the North-West. He has always the "proper count" of calves, steers and horses at the "rounding season."

It is not very plain as yet, at all events, whether the Com. Staff will participate in the land grant to volunteers. I have been asked the question, but I have no official notice of any such favors about being bestowed.

TOURIST.

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—About 60,000,000 gallons of Bourbon whiskey were represented by the Kentucky crops of 1881 and 1882. There are nearly 10,000,000 gallons of that amount still in hand, about 6,000,000 in foreign countries, and the balance has been consumed.

### COL. IRVINE'S EXPLANATION.

**He was Acting Under Orders.**

A great deal of comment has been made on Col. Irvine's attitude in the North-West insurrection, and he has been severely censured by many for not having joined Gen. Middleton before Batoche. As his inaction has been sometimes imputed to a want of personal courage—a charge the absurdity of which was well known to his personal friends—it will be fair to let our readers have the explanation of the matter from Col. Irvine himself. He was recently interviewed by a correspondent, and said: "When he reached Prince Albert all was alarm and consternation. The settlers were flocking to the town for protection; the settlement was defenceless, and he at once took measures to fortify it.

HE HEARS FROM MIDDLETON.

A day or two later Col. Irvine received a telegram from Gen. Middleton, saying he was at Qu'Appelle with 350 troops. Up to this time the Colonel had communicated with Governor Dewdney and the Department of Militia at Ottawa. When he saw that the General was coming and was to assume the direction of affairs, he deemed it his duty to make no move, other than to continue measures to protect the settlement. The people were very much alarmed, and even when the Colonel sent out scouting parties protested that the men should be kept in town to protect the people. The next and only definite intelligence Colonel Irvine had from the General concerning the latter's force was when Messrs. Bedson and McDowell arrived in Prince Albert, bearing a letter to him from General Middleton. The letter told him not to attack, but simply to look out for rebels running away. The General seemed to be under the impression that, as soon as he got to Batoche, the rebels would run north-west, and he wanted Colonel Irvine to capture them. It may be mentioned that the day before Messrs. Bedson and McDowell arrived in Prince Albert the General sent a despatch to Colonel Irvine, saying he had 350 men, and proposed making straight to Batoche. He told the colonel, if he could, to join him the night before. At the same time he also informed the colonel that he was under his orders. Col. Irvine feared that if the General went there with that number of men to attack the rebels there would be a defeat, hence he telegraphed the General that the rebels were on the south side of Batoche, and he suggested that

THE FORCES SHOULD BE JOINED

before the attack was made. The Colonel offered to go and meet the General's troops at the south ferry, near Batoche. He warned the General of the effect upon the Indians should a defeat occur. The General continued to send despatches, one day saying he was going to do this, and another day that; one day saying he was going here and another day there. He was going to Clarke's Crossing one day, to Batoche the next; up one side of the river one day, and up the other the next. There was no possibility of following him. The only point he was explicit on in communicating with Irvine was that the Colonel was not to attack.

Col. Irvine continued to inform the General by telegraph what was going on so far as he knew. He told him of the happenings at Fort Pitt, Battleford and other points. It was only when Bedson and McDowell arrived that Col. Irvine knew the General had more than 350 troops. When Col. Irvine learned from Bedson and McDowell that the General intended going to Batoche's he wanted to accompany them back and join Middleton, as he thought he could be of great service to him, knowing the country as he did. Were it not for the one thing, of bringing down the displeasure of the General and incurring a reprimand, Col. Irvine would have gone and joined him. He thought it strange the General never sent for him, as he (the General) had not a man in his camp who knew anything about the country. Had he gone he thought it likely the General would ask him why he was not with his command. The General seemed all along to be of opinion there would be no fighting. Mr. Bedson was of the same opinion. Col. Irvine assured them there would be fighting. Col. Irvine followed the previous instructions, and kept scouts out looking for rebels. Instead of going to Batoche, as he had promised in his letter, the General went to Clarke's Crossing.

HIS NEXT INSTRUCTIONS.

The next instructions the general telegraphed to the colonel were to get the Hudson Bay steamer fixed up at Prince Albert ready to go down to meet him at the South Branch. This was a big job, and took a large number of Mounted Police a long time. On the 26th of April the general telegraphed Col. Irvine from Fish Creek:—

"Attacked here on the 24th. After hard fighting drove enemy back. Loss too many to repeat, so shall make for Hudson Bay ferry, where barges are."

People wondered why the Colonel was not at Fish Creek. He only knew of the engagement six days after it was over, and all along the General led him to believe that he was going to Batoche. Another telegram from the General shortly after said he had ordered Otter to send down a detachment, as there was no danger at Battleford.

"How could I know the General was going to Batoche?" said the Colonel, "when the General told me he was going to the Hudson Bay Ferry. I all along thought his intention was to join me at Prince Albert."

When Col. Irvine got the message about Fish Creek he felt like throwing up the sponge, as he believed the Indians and half-breeds would all rise, believing the troops had run away. Col. Irvine's scouts reported to him that the rebels had rifle-pits prepared at Batoche, and the Colonel sent General Middleton word to that effect, but the General said he had never known of it, after the battle.

When the Colonel knew General Middleton had 1,300 troops he never dreamed but he had more than enough to clean out all the rebels in the country. He knew he had cannon and Gatling guns, and he deemed it superfluous to disobey ordres and go to join the troops, especially as the settlement needed protection so badly. He kept 46 men out as scouts all the time. The General never reached any place till long after the time appointed. The Colonel never had any positive order to leave Prince Albert. Prince Albert was always surrounded by a large number of Indians, including the Sioux, who fought under the rebels. One great result was attained by the police remaining at Prince Albert, the entire settlement was protected, and much money saved the Government thereby.

To test the purity of water there has been found no better or simpler way than to fill a half-pint flask one-eighth full of the water to be tested; dissolve in the water four tablespoonsful of the purest sugar (loaf or granulated will do), shake well, then squeeze in the juice of half a lemon and then shake again. Then fill the remaining seven-eighths of the bottle with Old Crow or Mount Zion Bourbon, or sour-mash will do very well; shake again, then insert a cork and slip the compound, bottle and all, in your pocket, and go fishing. If you don't want to fish, drink off all but the water, and throw the bottle at a mud-turtle.—Beatrice Democrat.


## Miscellaneous.



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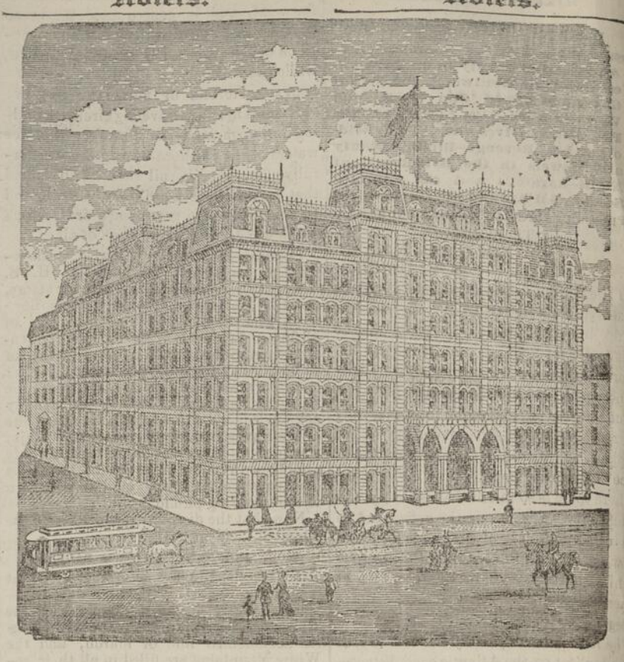
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### Her Crew Lashed to the Deck During a Fierce Gale.

**She Behaves Splendidly, However, and Makes the Ocean Voyage in Very Good Time—Will She Race Against the Athlon?—Work of Altering the Sloop Priscilla Begun.**

The 20-ton cutter, Clara, Mr. Charles Sweet, New York Yacht Club, which, as stated in yesterday's *World*, arrived from Falmouth, England, on Monday after a passage of thirty-nine days, was lying yesterday off the basin of the Seawanhaka Corinthian Yacht Club, and attracted much attention, her passage to the westward being considered remarkebly fast for so small a craft. She came over with her ordinary racing spars, except that the boom and topmast were shorter than those used in her matches on the other side of the water. She shows no signs of her recent hard service except that in the wake of her chain-plates there is a trifle of rust, showing the strain to which they have been subjected, which has caused them to work a bit. Near her was anchored yesterday the little 10-tonner Madge, which was brought over on the deck of a steamer. The contrast in shape between them is quite marked, the Madge being low and without a particle of sheer, while the Clara has more than an ordinary amount of free-board and considerable sheer particularly aft, which gives her a rather awkward appearance when viewed at the broadside. Her stem is not as straight as in the ordinary cutter, her forefoot rounding to the water line in a graceful curve, like the ordinary New York pilot boat. Her stern post rakes as in the ordinary cutter, and the over-hang is long and graceful. She has scarcely any bulwarks, and a temporary weather cloth is stretched along each quarter for about twenty feet from the taffrail, as some slight protection from the sea. The Captain and crew who came over in her have been discharged, having only been engaged for the voyage, and on board of her yesterday were Capt. John Barr, who has had charge of her in her matches this season, who, with her regular racing crew of four men, came over in the steamer Furnessia some time ago.

The Clara left Falmouth July 3, and for the first fortnight had moderate weather and light westerly winds, the boat working to the westward very well. When about in the longitude of 44 degrees west she encountered her first gale, which was an extremely heavy one. It began from the south-west, with heavy rain. The boat was heading along west by north, making a good course, and Capt. Miller kept all the sail on her that she would bear. As the gale increased, however, sail was constantly shortened, until finally the mainsail was taken in altogether and a storm trysail set in its place. Under this and a storm foresail, with bowsprit housed to its fullest extent and topmast down, the little cutter drove along, making splendid weather of it, taking nothing on board except the spray from the curl of the heavy sea, which drenched her fore and aft. She was shut up tight, so that no water could get below, and all hands were lashed on her deck. The south-west gale continued very heavy for about twelve hours, the wind shifting in a hard squall to north-west, and after blowing from that quarter for about six hours it moderated, and the close-reefed mainsail was once more set. For a week gale followed gale in quick succession, the wind backing from north-west to south-east, increasing in force from that quarter, then shifting suddenly to north-west and moderating; then backing in to the southward again and blowing on to a gale once more. During this week the boat made but little westing, but behaved so admirably that she inspired confidence in all on board of her. After this week of gale the yacht had variable weather and came along with all ease.

The Clara has a fine record as a racer, having taken eighteen prizes last year, which was her first season. This year she has sailed but three matches, winning two first prizes and one third. Her first match was the Channel match of the Royal Harwick from Southend to Harwick, sixty miles, when she went in with the big boats and captured third prize. Then in the regular regatta at Harwick, rhe sailed in her class and took first, and again from Harwick to Southend against the big cutters she got first prize on time allowance. She was built on the Clyde by the Culyean Ship Building Company from a design by Mr. W. Fife, for Mr. N. B. Stewart, who has recently sold her to Mr. Sweet. Her Thames measurement for tonnage is 57 feet long, 9 feet 1 inch beam, and 8 feet 5 inches deep. Her draught is about ten feet. Her ballast is all outside, her lead keel weighing 21 tons. Her actual measurement is 63 feet over all, 53 feet on water line, which is about the same as that of the sloop Athlon, and a match between these two yachts is already spoken of. The Clara has a full racing suit of canvas by Mr. Lapthorne, which has been shipped here by steamer.

Astern of the Clara yesterday was the schooner yacht Clytie, which has been chartered for a brief time by Mr. Charles G. Francklyn, who will sail in her to-day on a cruise. Besides these yachts, there were lying off Stapleton yesterday the sloops Puritan and Arrow and the steamer Polynia. In the Seawanhaka Basin were the cutters Oriva, Maggie and Muriel.

Work on the Priscilla is proceeding rapidly. By noon yesterday she had been stripped to a girtline, and in the afternoon her mast was taken out, five feet cut off the foot of it and a new step fitted. This morning it will be restepped and the work of rigging will begin. A new and longer topmast is also being made for her, and Mr. Wilson is altering her rails.

**IMPORTANT.**

Passengers arriving in the City of New York via Grand Central Depot save $3 Carriage Hire and Transfer of Baggage by stopping at the GRAND UNION HOTEL, opposite said depot. Passengers arriving by West Shore Railroad, via Weehawken Ferry, by taking the 42d street Horse Cars at Ferry entrance, reach Grand Union Hotel in ten minutes for 5 cents, and save $3 Carriage Hire. 600 Elegant Rooms, $1 and upwards per day. European Plan. Elevators, Restaurant, Cafe, Lunch and Wine Rooms supplied with the best. Prices Moderate. Families can live better for less money at the Grand Union than at any other strictly first-class hotel in the city. Guests' baggage delivered to and from Grand Central Depot free.

—The grocer's son, a good, dutiful boy, had never been away from home much, but stuck close to the shop all his life. His father was going to put up a new house, and one day the youth went to see how the workmen were getting along with the cellar. He came back breathless, white, excited. "Father," the poor lad cried, feebly, "Father! Father! Our everlasting fortune is made! The men digging the cellar have struck a sugar mine!" And he fell fainting to the floor. Brooklyn Eagle.

## THE CHOLERA IN SPAIN.

### The Miserable Condition of the People.

### What an American Newspaper Man Says About Inoculation.

The Independence *Belge* of July 30th contains an interview with a correspondent of the New York *Herald*, who had been some time in the cholera infected districts of Spain, and who had submitted himself to inoculation by the now famous Dr. Ferran. The young man's name is Stanhope and he is thus described:—"He is a young American twenty-eight years of age, robust, square built, full of health and animation, good eye, a blue eye and quiet gaze, the clearness of which recalls a small piece of sky reflecting itself in a streamlet."

Mr. Stanhope thus describes the part of the country which he visited and what he saw there:—

Sueka, a small town in the province of Valencia, was the hearth of cholera in Spain. How did it originate? In this manner:—The neighborhood of Sueka is composed of vast marshes, used as "paddy fields." The population, men, women and children, employ themselves exclusively in the rice culture. They pass three-quarters of their time in the fields, with head exposed to the fierce rays of the burning sun, the legs buried up to the knees in the mud and water necessary for rice growing.

One can readily imagine the physical state of these unfortunate rice growers. The putrid gases rise from the oozing mud in large bubbles visible to the naked eye. Fœtid miasmas corrode the very air they breathe, and nature itself seems to breed offensive emanations like a corpse. In ordinary times, when there is nothing unusual in sanitary matters, these rice growers have in their appearance and style of living all the symptoms of diseases which are the outcome of uncleanliness. Their feet and legs become enlarged and out of all proportion. They suffer agonizing tortures from rheumatism and mud fever and inflammation of the ankles and joints. Men and women are all reduced to the state of beasts, as La Bruyere says, for they live by days in the mud and sleep by night in earthen hovels which are a little better, and most of these unfortunes are already aged at thirty years.

AFTER THE FLOODS.

Again, when we remember what occurred last autumn in Spain, floods everywhere, streams overflowing on all sides and pitilessly submerging the country round. The people had just then laid on the guano to fertilize the land. The rivers bursting their banks carried all before them. The guano became mixed with the water and contaminated it, and the Spaniards, without such ordinary appliances as water works, &c., were compelled to drink the vitiated liquid.

Then the snows came, accompanied by frosts. In the province of Valencia, land of flowers and sun, neither snow nor frost had been known before for twenty years. It was so that grown up people gathered the white flakes in their hands and in astonishment asked their elders, "What manner of thing is this?" These colds, unprecedented, ravaged "lovely Valencia," destroyed her fine fruits, which together with the rice are almost the sole resources of the people—their one means of keeping life and soul together. There would be no harvest! The poverty stricken population were hungry. The siege of Paris had not tried the stomachs of the people more severely or more cruelly or proved more disastrous to the harvests. They ate dead rats and mice, offal and even roots. And this in an already pestilential atmosphere; in a country totally and entirely ignorant of the most elementary laws of sanitation; where the drains run out through the centre of the mud floors into a festering cesspool, open and steaming forth malodorous and angry fumes under the burning rays of the sun.

THE BREEDING OF PESTILENCE.

Now, let us give our attention to the people of Sueka. Let us imagine Sueka filled in ordinary times by a legion of pestiferous odors, and to the usual possibilities add these new causes of sickness, by the contamination of the waters—that being the popular beverage—by the flooding of the rivers over the fertilized lands, destruction of crops by snow and ice, and the inability of the greater portion of the population to support themselves on anything short of filth and uncleanliness. Here you have the explanation of the cholera in Spain.

Mr. Stanhope is convinced that the epidemic was not brought into the Peninsula. It was bred there spontaneously from the impurities and filth, from the water and food partaken of, and lastly from the contaminated air breathed in fields, towns and houses. All these conditions of existence lay the low class Spaniard open to the ravages of a contagious disease. If a river overflows, or snow falls, the catastrophe arises, the plague breaks forth in a ready made centre such as Sueka, which communicates the scourge to Valencia, and later to other rural distant districts.

CRUEL CHOLERA SIGHTS—EVICTION.

Let us here weave in a parenthesis. Mr. Stanhope told us of an episode of which he was the unwilling witness, and which throws a very sad light on Spanish ways, if it be general, and we hope not, though Mr. Stanhope thinks it not unfrequent. On arriving in Sueka the reporter of the American journal made his way into a cottage which had been mentioned to him as infected. It was true, indeed, for before him was a case which he at once recognized as hopeless. It was an old man, who lay on a pallet, the centre of a numerous half-starved family huddled up all together in a room full of stagnant effluvias and rank odors. Mr. Stanhope had scarcely begun to question the patient when a big man, with a heavy mustache and beard, pushed his way into the cottage and savagely requested the immediate payment of a rent debt of a few pesetas. This was the landlord of the cottage, a well-to-do inhabitant of Valencia, who came at such a moment to exact his rental.

The wretched sufferer was naturally no in a position to pay. Upon this this Spanish Shylock ordered the bedridden man to quit—he and his whole family. I can see it now, that ghastly picture! Santa Maria! Spare us! wailed the women. And these women, falling on their knees at the landlord's feet, implored him with that pathetic eloquence, that general gift of the fellow countrymen of Cervantes, including even the lower orders:—"Santa Maria! Spare us! Give us at least some time!"

"Well, then, let it be three days," replied the landlord.

On the third day the debt was not settled. The eviction took place. True, the cholera victim was dead. The pestilence had relieved him of any further persecution or care. But his wretched family were cast out into the gutter.

Mr. Stanhope imagines these kind of occurrences not uncommon in bad times, and views such proceedings as contributing to the terrible amount of misery prevailing in the province of Valencia and an extra cause of illness.

Let us hope he is mistaken.

This is how the American newspaper man describes the inoculation process, and the effect it had on him:—

THE INOCULATION.

We have retained till the last the inoculation experiences of our American *confrere*, to which he so courageously volunteered. Mr. Stanhope does not wish to pronounce for or against the merits of the discovery of Dr. Ferran; he merely narrates their effects. Be it known that Dr. Ferran gathered the nucleus of his vaccine at Marseilles at the time when the epidemic was ravaging that city. It is from intestinal matter brought back from Marseilles cholera patients into Spain that Dr. Ferran has been able to propagate the bacillus in a species of buillon, prepared in the well known Pierre Miguel system, and this now serves him as vaccine.

Let us take this opportunity of drawing the distinction which it is necessary to draw between vaccination as popularly known and inoculation as practiced by the Castelan doctor. The Jennerian and Pastur system is to rather place the virus on the portion of the arm operated upon than to fill the system with the vaccinal substance. On the contrary, Dr. Ferran makes a sub-cutaneous incision, penetrating about an inch in depth, and on reaching that depth he injects by means of the syringe attached the virus in considerable quantity. Moreover, the penetration is not made on the upper part of the arm, but on the lower portion at the back of both arms, between the muscle and the elbow.

"One hour after this operation," says Mr. Stanhope, "I experienced in the forearm sharp working of the muscles, accompanied by pains in the palms of the hands. Then, little by little, the pains extended upward toward the shoulder and from thence along the muscles of the back and hips. These symptoms were followed by dull aching in the elbow and knee joints, accompanied by a feeling of lassitude generally. I almost immediately became troubled by alternating attacks of feverish heat, varied by damp cold sweats.

EXPERIENCES AFTERWARD.

"At the expiration of twelve hours my head became dull and heavy, causing me some trouble, with an unpleasant nausea, although unaccompanied by vomiting. I retired to rest and slept heavily, but on rising had a very severe headache. My anxiety was further aroused by excessive swelling in both arms, so much so that I was unable to raise them, or indeed, move them at all without great pain (this was twenty-six hours after operation.) In other respects, with the exception of a sickly feeling, there was little to note. In the course of the day the swelling of the arms subsided with considerable rapidity, as also the oppressive feeling in the head, and gradually the entire symptoms seemed to vanish. After a second night's sleep I awoke better than ever (after fifty hours), and to-day—"

Here Mr. Stanhope turned up his sleeve. There remained no trace of vaccination; not a sign of such swellings or marks which smallpox vaccination is apt to leave behind even after years have elapsed. Shall we add that just as there are no traces or scars, so no atter result happened. Our colleague formed no conclusions. He visited cholera patients before and after the innoculation. He breathed the same deleterious emanations as they did, and on occasions he took their hands. He remained in rude health both before and afterward. These are the plain facts. For the remainder we must study the Spanish statistics, abstaining from drawing conclusions too hastily, for statistics which do not regard details nor the many surrounding causes are often but a deceptive mirage.

The advocates of inculation have the courage of their convictions, and do not ask others to do what they are afraid to try themselves.

FERRAN—BROUARDEL.

One fact Mr. Stanhope affirms—which is the sincerity of Dr. Ferran and his faith in the preventative remedy which he champions. The Castelan "medicine man" has inoculated himself seven times —"*pour encourager les autres*." His two principal assistants, Dr. Jimeno and Mr. Pauli—the latter an electrical engineer of Tortosa, who has deserted electricity to join the more lucrative ranks of the inoculators—have done as much. The inoculators preach from example.

Some there are who blame Dr. Ferran for making money, for seeking his own ends under the guise of a humanitarian discovery. To that Mr. Stanhope replies that Dr. Ferran had not at first contemplated aught else but to allay a plague which was laying low so many of his countrymen. As time progressed he saw means of appeasing a disease of which he was a victim—poverty. He killed two birds with one stone. Who can blame him?

While expressing himself with much deference about Dr. Brouardel, Mr. Stanhope sonsiders that this learned practitioner arrived in Spain prejudiced against Dr. Ferran, and that he quitted the Peninsula in a fit of ill-humor, without giving himself time to study the matter sufficiently.

"In short," says Mr. Stanhope, "perhaps Dr. Brouardel did not study the cholera vaccine coolly enough, for he came away more 'choleric' than the patients themselves."

This may be a quip. But at the same time a truism.

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| Delivery A.M. | Delivery P.M. | Mails. | Closing A.M. | Closing P.M. |
|---|---|---|---|---|
| | | **Ontario & West. Provs.** | | |
| 8-8.30 | ...... | (A) Ontario, Manitoba, N. W. Provinces, B. C., and the Western States | 7 30 | 7 15 |
| ...... | 6 30 | Ottawa River Route up to Carillon | 6 00 | |
| ...... | 9 30 | Canada Atlantic R.R. | 7 45 | ...... |
| ...... | 9 30 | Ottawa by C. A. R'y | 7 45 | ...... |
| | | **Quebec & East. Prov's.** | | |
| 8 00 | ...... | Berthier, Sorel and Batiscan, per str. | ...... | 6 15 |
| ...... | 5 00 | Quebec, Berthier, Sorel Three Rivers and Line of N. S. R. R. Postal Car | ...... | 1 50 |
| 8 00 | ...... | (B) Quebec by R.R. | 7 00 | 8 0 |
| 8 00 | | (B) Eastern Townships Three Rivers, Arthabaska and Riviere du Loup R. R. | ...... | 8 00 |
| ...... | 12 45 | (C) Can. Pac. Railway Main Line to Ottawa | 6 00 | ...... |
| 9 30 | 10 30 | Do. Ontario Section | 7 30 | 6 30 |
| 9 15 | ...... | Can. Pac. R. R. Bordeaux St. Jerome and St. Lin Branches | ...... | 4 30 |
| 9 15 | ...... | Can. Pac. R.R. St. Jerome and St. Janvier | 6 00 | 4 45 |
| 0 00 | ...... | Laprairie by Steamer | 11 30 | ...... |
| 9 15 | ...... | Laprairie, Hemmingford, Huntingdon, Dundee, etc., by R'y | ...... | 3 00 |
| | 12 45 | St. Hubert, St. Bruno; and St. Bazile | 6 30 | ...... |
| 8 00 | 12 45 | St. Hyacinthe, Sherbrooke, Coatic'ke, &c. | 7 00 | 2 15-8 |
| 9 15 | ...... | Clarenceville, Noyon, G Ligne, Stottsville Lacolle | ...... | 5 00 |
| 8 00 | ...... | Acton and Sorel R.R. | ...... | 8 00 |
| 9 15 | 9 15 | St. Johns | 6 30 | |
| 4 15 | ...... | Stanbridge, St Armand Station | 7 30 | ...... |
| 9 15 | ...... | St. Johns, Vermont Junc. & Shefford R.R's. | ...... | 4 30 |
| ...... | ...... | Lacadie, St. Jacques, St. Athanese | ...... | 4 30 |
| 10 00 | ...... | South-Eastern Railwy | ...... | 4 15 |
| 8 00 | ...... | (B) New Brunswick, Nova Scotia & P.E.I. | ...... | 8 00 |
| ...... | ...... | Newfoundland forwarded daily on Halifax—Mails despatched from Halifax for Newfoundland on 6th and 20th July | ...... | 8 00 |
| | | **Local Mails.** | | |
| 9 45 | ...... | Valleyfield, Valois, Dorval, &c. | ...... | 4 15 |
| 10 30 | ...... | Caughn'ga & Chat'guay Beauharnois | 6 00 | ...... |
| 10 30 | ...... | Boucherville, Contrecœur, Varennes and Vercheres | ...... | 2 30 |
| 9 00 | 12 50 | Cote St. Antoine and Notre Dame de Grace | 9 00 | 12 45 |
| 8 15 | 2 15 / 6 15 | Hochelaga | 7 30 / 1150 | 5 45 |
| 9 45 | 5 30 | Lachine | 6 00 | 2 00 |
| 9 15 | 6 30 | Longueuil | 6 00 | 1 30 / 4 15 |
| 10 00 | ...... | Longue Pointe, Pointe-aux-Trembles & Charlemagne | ...... | 2 00 |
| 8 30 | 1 15-6 | Point St. Charles | 7 30 / 11 50 | 5 45 |
| | 5 00 | Sorel by R. R. | ...... | 3 00 |
| 9 30 | ...... | St. Lambert | ...... | 2 30 |
| 9 15 | 12 30 | St. Eustache | 7 00 | 4 45 |
| ...... | 12 30 | St. Laurent, St. Martin, &c. | 7 00 | ...... |
| 10 15 | 5 30 | Cote St. Paul (St. Henri de M.) & St. Cunegonde | 6 00 | 2 00 |
| 10 00 | ...... | Sault-au-Recollet, Bougie and Pont Viau | ...... | 3 30 |
| 10 15 | 1 50 | St. Jean Baptiste de Montreal | 7 00 | 1230 & 3 30 |
| 10 15 | 7 00 | Mile-End, (and Coteau St. Louis, morning only) | 7 00 | 3 30 |
| ...... | 2 15 | Cotes Visitation and St. Michel, Tuesday, Thursday and Saturday | ...... | 1 45 |
| | | **United State.** | | |
| 8-9 15 | ...... | New York City and State, and Southern States | 6 30 | 5 00 & 7 00 |
| 8-9 15 | ...... | Troy, Albany, Rouse's Point | ...... | 5 00 |
| 6-9 15 | ...... | Boston, Mass | 7 30 | 7 00 |
| 8-10 45 | ...... | New England States, except Maine | ...... | 4 30 & 7 00 |
| 8 00 | ...... | Portland and the New England States, except Boston | ...... | 8 00 |
| 8-8 30 | ...... | (A) Western and Pacific States | 7 30 | 7 15 |

*Registered Letters must be posted fifteen minutes earlier.

REGISTERED LETTER MAIL for the New England States—for Boston, New York and Southern States,—closed only at 4.00 p.m.

(A) Postal Car Bags open till 8.15 a.m. and 8.20 p.m.
(B) Postal Car Bags open till 9.15 p.m.
(C) Postal Car Bags open till 6.25 a.m.

**Great Britain, Etc.**

By Republic, White Star Line, Wednesday 1st, 6.30 a.m.
By Etruria, Cunard Line, Friday, 3rd, 6.30 a.m.
By Polynesian, Allan Line, Friday, 3rd, 7.30 p.m.
By Fulda, North German Lloyd, Tuesday, 7th, 4.30 p.m.
By Germanic, White Star Line, Wednesday, 8th, 4.30 p.m.
By Servia, Cunard Line, Friday, 10th, 4.30 p.m.
By Sardinian, Allan Line, Friday, 10th, 7.30 p.m.
By Ems, North German Lloyd, Tuesday, 14th, 6.30 a.m.
By Celtic, White Star Line, Wednesday, 15th, 6.30 a.m.
By Gallia, Cunard Line, Friday, 17th, 4.30 p.m.
By Sarmatian, Allan Line, Friday, 17th, 7.30 p.m.
By Eider, North German Lloyd, Tuesday, 21st, 4.30 p.m.
By Adriatic, White Star Line, Wednesday, 22nd, 4.30 p.m.
By City of Chicago, Inman Line, Friday, 24th, 4.30 p.m.
By Parisian, Allan Line, Friday, 24th, 7.30 p.m.
By City of Rome, Anchor Line, Tuesday, 28th, 6.30 a.m.
By Britannic, White Star Line, Wednesday, 29th, 6.30 a.m.

**Mails leave New York for the following Countries as follows:**

For the Central America and South Pacific ports, via Aspinwall—1st, 10th, 20th.
For the Windward Islands—1st, 15th, 18th, 25th.
For Venezuela and Curacoa—2nd, 15th, 25th.
For the Bahama Islands and for Santiago and Cienfuegos, Cuba—2nd, 30th.
For Cuba, and for the West Indies, via Havana—2nd, 16th, 23rd, 30th.
For Brazil, also for the Argentine Republic, Uruguay and Paraguay, via Brazil, 2nd.
For Cuba and Porto Rico and the Bahama Islands, via Havana—3rd.
For Jamaica—3rd, 11th, 25th.
For Brazil, the Argentine Republic, Uruguay and Paraguay, via Brazil, and the W. I. via St. Thomas and Barbadoes—7th.
For Jamaica, Greytown [Nic.], Port Limon [C.R.] and the U. S. of Colombia, except Aspinwall and Paraguay—7th.
For Turk's Island, Cape Hayti and St. Domingo—7th. 28th.
For the Windward Islands and Demarara—8th.
For Bermuda—9th, 23rd.
For Cuba, and for Porto Rico, via Havana—9th, 18th, 23rd, 25th, 30th.
For Cuba—11th.
For Hayti—14th, 30th.
For Porto Rico, direct—14th.
For Jamaica, and for the U. S. of Colombia except Aspinwall and Panama—24th.
For Ciudad Bolivar—30th.

**Mails Leave San Francisco:**

For Australia, 4th; for China and Japan, 9th, 21st; for Sandwich Islands, 1st, 4th, 15th.
To secure connection, correspondence should be posted here nine days before the dates of sailing from San Francisco.

**Letter Carriers' Delivery.**

Letters and papers should be addressed to street and number at which to be delivered.
Notice of change of residence should be promptly notified to the postmaster in writing, and renewed at the expiration of three months, they being acted upon only during that length of time.
There are five deliveries made daily in the central divisions of the city, at 8.00 and 10.00 a.m., 11.30 a.m., 2.00 and 3.30 p.m. Four daily deliveries in the other divisions, at 9.00 and noon, and 2.00 and 3.30 p.m.
Hochelaga and Point St. Charles—Two deliveries daily; 9 a.m. and 1 p.m.

**Street Letter Boxes**

Are visited at 9.15 a.m., 12.30, 5.15, 7.30 and 9.30 p.m. On Sundays at 5.15 p.m., and on Holidays at 9.15 a.m. and 5.15 p.m. Hochelaga and Point St. Charles at 11 a.m., 4.30 and 8 p.m. Sundays and Holidays at 8 p.m.
OFFICE HOURS—Open daily at 8 a.m. Wickets closed at 7 p.m. Lobby open til midnight for the delivery of night mails to box-holders. On Sundays, open from 8 to 10 a.m. On the following holidays: New Year's, Good Friday, Queen's Birthday, Dominion Day, Thanksgiving and Christmas Day, open at 8 a.m.; wickets closed at 10 a.m., and lobby at midnight. Money Order Office and Savings Bank—Open daily from 9 a.m. to 4 p.m. (Sundays excepted); holidays, 9 to 10 a.m. Enquiry Office—Daily from 9 a.m. to 6 p.m. (Sundays and holidays excepted). Receiving Houses—From 8 a.m. to 5.30 p.m.; closed on Sundays.

## Miscellaneous.

**ALL FIRST-CLASS HOTELS**
—KEEP—
**RICHELIEU RENAL MINERAL SPRING WATER**
June 10 J w s 129

**Established 1844.**
Registered Cable & Telegraphic Address, "Pool," London
**MARCUS POOL & SONS,**
17 West Smithfield, E.C., London, Eng
Live Stock Commission Agents in
London, Liverpool, Bristol & Southampton
Represented in the United States and Canada by
R. Bickerdike, Montreal.
February y 50

**ASBESTOS.**
Asbestos Steam Pipe & Boiler Covering
BY THE BARREL
Or Applied per Square Foot on Contract.
SAVES 25 PER CENT. OF FUEL.
ASBESTOS CRUDE, ASBESTOS FIBRE, } F.O.B. for Exp.
**FENWICK & SCLATER,**
229 and 231 Commissioners Street
June 2 248 eod 131

## RAILWAY TIME TABLE.

**Dalhousie Square Station.**

CANADIAN PACIFIC RAILWAY.

| Arrive From | | Leave For |
|---|---|---|
| 8.50 a.m. | Toronto | 8.40 a.m. |
| 9.42 p.m. | Toronto | 7.30 p.m. |
| 8.50 a.m. | Ottawa | 7.00 a.m. |
| 12.30 p.m. | Ottawa | 8.40 a.m. |
| 8.49 p.m. | Ottawa | 6.00 p.m. |
| 9.42 p.m. | Ottawa | 7.30 p.m. |
| 8.49 p.m. | Pembroke | 8.40 a.m. |
| 8.50 a.m. | Smith's Falls | 8.40 a.m. |
| 9.42 p.m. | Smith's Falls | 7.30 p.m. |
| 12.30 p.m. | Brockville | |
| 8.35 a.m. | St. Jerome | 5.30 p.m. |
| 8.35 a.m. | St. Lin | 5.30 p.m. |
| 8.35 a.m. | St. Eustache | 5.30 p.m. |

NORTH SHORE.

| a.m. | p.m. | | a.m. | p.m. |
|---|---|---|---|---|
| 6.30 | 4.05 | Quebec | ...... | 3.00 / 10.00 |
| 8.50 | ...... | Joliette | ...... | 5.15 |

**Bonaventure Station.**

GRAND TRUNK RAILWAY.

| Arrive | | | Leave | |
|---|---|---|---|---|
| 8.00 | 8.30 | Chicago, Detroit and Toronto | 9.00 | 9.00 |
| ...... | 6.35 | Kingston, Brockville | ...... | 1.00 |
| 9.10 | ...... | Cornwall | ...... | 5.00 |
| 7.50 | ...... | Lachine | 7.00 | ...... |
| 8.45 | ...... | Lachine | 7.55 | ...... |
| 10.10 | ...... | Lachine | 9.00 | ...... |
| ...... | 1 30 | Lachine | 12.00 | ...... |
| ...... | *2 55 | Lachine | ...... | *2.06 |
| ...... | 4 30 | Lachine | ...... | 3.30 |
| ...... | 6 00 | Lachine | ...... | 5.00 |
| ...... | 7.25 | Lachine | ...... | 6.15 |
| 6.00 | ...... | Portland, Halifax, St. John, Quebec. | ...... | 10.15 |
| ...... | 8.00 | Express for Portland and Quebec | 8.10 | ...... |
| 11.59 | 6.40 | Island Pond | 7.30 | 3.15 |
| ...... | 4.45 | Fort Covington Mixed | 5.45 | ...... |
| 8.55 | ...... | St. Hyacinthe | ...... | 5.10 |
| 8.50 | ...... | Hemingford and Huntingdon | ...... | 4 :0 |
| 9.15 | ...... | St. Laurent | ...... | 5.00 |
| ...... | *6.40 | St. Hilaire | *9.30 | ...... |
| 8.25 | ...... | Vaudreuil | ...... | 6.20 |

CENTRAL VERMONT RAILWAY.

| | | | | |
|---|---|---|---|---|
| 8.20 | 8.40 / 11.20 | New York & Boston | 8.30 | 3.30 |
| ...... | 11.20 | New York & Boston via Rutland | ...... | 5.30 |
| 10.35 | 8.40 | Granby, Waterloo, Magog & Sherbrooke. | 7.30 | 5.30 |

SOUTH EASTERN RAILWAY.

| | | | | |
|---|---|---|---|---|
| 8.25 | ...... | Boston, Lowell, Nashua and all points on Conn. River Line | ...... | 7.45 |
| ...... | 8.30 | Concord, Manchester, Nashua, Lowell, Boston, etc | *9.00 | ...... |
| 10.40 | ...... | Newport, Bedford, St. Cesaire and local points | ...... | ...... |
| ...... | ...... | Do. do. except Saturdays | ...... | 5.10 |
| ...... | ...... | Newport, Knowlton and intermediate points | ...... | *2.00 |

**For Sorel**—Leave Montreal via G. T. Ry. at 3.15 p.m., connecting with S. E. Ry. at St. Rosalie Junction, and arriving at Sorel at 8 p.m. Returning—Leave Sorel at 7 a.m., Arrive at Montreal at 12.02 p.m.

DELAWARE & HUDSON.

| | | | | |
|---|---|---|---|---|
| 8.05 | 10.50 | New York, Saratoga, Albany, Troy & Rouses Point | 7.30 | 5.45 |
| ...... | 2.15 | Rouses Point, mixed | ...... | ...... |

INTERCOLONIAL RAILWAY.

| | | | | |
|---|---|---|---|---|
| 6.00 | ...... | Halifax and St. John, N.B. | ...... | 10.15 |

*Only Saturdays.

## Railways.

**CENTRAL VERMONT RAILROAD**

**New York, Boston & New England**
WHITE & GREEN MOUNTAIN ROUTE.

**Trains Leave Montreal:**

**7.30** A.M. Day Express, for St. Johns, Farnham, Granby, Waterloo, Magog 11.10 a.m., Sherbrooke 12.10 p.m.
Through Cars Montreal to Sherbrooke and connection made at Magog with Steamer Mountain Maid, arriving Georgeville 12.15 p.m., Mountain House 1 p.m., Newport, Vt. 2 p.m.

**8.30** A.M.—White Mountain Express arriving at Highgate Springs 10.23 a.m., Burlington 12.10 p.m., Montpelier 12.50 p.m., Well's River 2.23 p.m., Littleton 3.37 p.m., Bethlehem 4.25 p.m., Profile House 4.45 p.m., Twin Mountain House 4.16 p.m., Fabyan's 4.28 p.m., Crawford House 4.58 p.m., SUMMIT MOUNT WASHINGTON 6.30 p.m., Portland 8.00 p.m., Old Orchard 8.30 p.m.

**Pullman Parlor Cars, Montreal to Fabyan's without change.**

**8.30** A.M.—Fast Train, for St. Albans, White River Junction, arriving Boston, via Lowell, 7.20 p.m., and New York, via Springfield at 10.30 p.m.
Pullman New Buffet Parlor Cars to Boston.

**5.30** P.M.—New York and Boston Express, arriving St. Albans 7.55 p.m., [Supper], Burlington 9.10 p.m., Rutland 11.20 p.m., Troy 2.05 a.m., Albany 2.25 a.m., New York 7.30 a.m. Boston 7.49 a.m., via Rutland, Bellows Falls and Fitchburg.
Wagner Sleeping Cars Montreal to New York and Pullman Sleeping Cars St. Albans to Boston.
Through Cars on this train arriving Waterloo 8.24 p.m., Magog 9.15 p.m. and Sherbrooke 10 p.m.

**8.30** P.M.—Night Express, for St. Albans, White River Junction, Manchester, Nashua, arriving Boston via Lowell 8.30 a.m., via Fitchburg, 9.35 a.m., New York, via Northampton, Holyoke, Springfield, and New Haven 11.45 a.m.

This train makes close connection at Nashua and Winchendon for Worcester, Providence and all points on New York and New England Railroads.
Pullman Buffet Sleeping Cars to Boston and Springfield.
For Tickets, Time Tables and other information, apply at Windsor Hotel and Grand Trunk Offices, or at the Company's office, 136 St. James Street.
A. C. STONEGRAVE,
Canadian Passenger Agent
J. W. HOBART, Gen'l. Manager. S. W. CUMMINGS, Gen. Pass. A
Montreal, June 29th, 1885. gt

## Railways.

**CANADIAN PACIFIC RAILWAY**

**Montreal, Ottawa, Kingston, Toronto,**
AND THE WEST.

**CHANGE OF TIME.**

Commencing MONDAY, July 27, 1885,
Trains will run as follows:—

| Time Table. | Local Express. | Through Express. | Local Express. | Through Express. |
|---|---|---|---|---|
| Leave Montreal | A.M. 7.15 | A.M. 9.00 | P.M. 6.00 | P.M. 8 00 |
| Arrive Ottawa | 11.25 | P.M. 12.23 | 10.15 | 11.30 |
| " Toronto | ...... | 9.45 | ...... | A.M. 8.30 |
| Leave Toronto | ...... | A.M. 8.25 | ...... | P.M. 8.00 |
| " Ottawa | A.M. 8.20 | P.M. 5.32 | P.M. 4.25 | A.M. 4.48 |
| Arrive Montreal | P.M. 12.35 | 9.00 | 8.30 | P.M. 8.18 |

**The only Line to**
**All Points in Upper Ottawa Valley,**
And the Most Direct Route to
**Winnipeg, Manitoba and North-West,**
—VIA—
**OWEN SOUND & PORT ARTHUR**
Connections at TORONTO for all points
**WEST, SOUTH AND NORTH-WEST.**
*Magnificent Parlor and Sleeping Cars on Through and Local Express Trains.*

For full information regarding Tickets, etc., apply at the following Ticket Offices:—
**266 St. James Street** (corner McGill street); **Windsor Hotel Ticket Office**, and at **Quebec Gate Station, Montreal.**
W. C. VAN HORNE, Vice-President. W. WHYTE, Gen. Supt.
D. McNICOLL, General Passenger Agent.
July 27

**SOUTH-EASTERN RAILWAY**

**Montreal and Boston Air Line.**
—AND—
**WHITE MOUNTAIN LINE.**

**This is the ONLY LINE from Montreal running through the White Mountains to Portland and Old Orchard Beach BY DAYLIGHT AND WITHOUT CHANGE OF CARS, via Fabyan's and White Mountain Notch. Also direct connection for summit of Mount Washington, arriving at 6.30 p.m. SAME EVENING.**

On and after Monday, June 22nd, 1885, trains will leave Montreal as follows:—
**9.00 A.M.—WHITE MOUNTAIN EXPRESS** for Portland, Old Orchard Beach and all points in the White Mountains, with Drawing Room car attached, running through to Old Orchard Beach.
**9.00 A.M**—Day Express with Drawing Room Car attached, for Concord, Manchester, Nashua, Lowell, Boston, &c.
**5.10 P.M.**—(Except Saturday) Local train for Newport, Waterloo, Bedford, St. Cesaire and intermediate points.
**7.45 P.M.**—Night Express for Boston and New England points, with Pullman Palace Sleeping Car attached. Also through connection for Springfield, and all points on the Connecticut River line.
**2.00 P.M.**—(Saturdays only) Local train for Newport, Knowlton and intermediate points.
The 9.00 A.M. and 7.45 P.M. Express Trains stop only at principal stations.
For further particulars see Time Tables.
Baggage checked through and passed by the Customs at Bonaventure Depot.
For Tickets and all information, apply at 202 St. James street, Windsor Hotel or Bonaventure Station.
T. A. MACKINNON
General Manager for the Trustees.

**Delaware & Hudson Canal Co.'s**
**RAILROADS**

**LAKE CHAMPLAIN AND GEORGE STEAMERS**
TO
**Saratoga, Troy, Albany, Boston, New York, Philadelphia,**
AND ALL POINTS SOUTH AND EAST.

The only line running a Fast Express Train between Montreal and New York—leaving Montreal at 7.30 a.m.
**Fast Trains leave Montreal:**
**7.30 a.m.**—Fast Day Express, Wagner Drawing-room Car attached for Saratoga, Troy and Albany and New York, arriving in New York at 9.20 p.m.
**5.45 p.m.**—Night Express—Wagner's Elegant Sleeping Car runs through to New York without change, arriving in New York at 7.30 next morning. This Train makes close connection at Troy and Albany with Sleeping Car Train for Boston, arriving at 9.30 a.m.
New York Through Mails and Express carried via this line.
Information given, and Tickets sold at all Grand Trunk Offices, and at the Company's Office,
143 St. James Street, Montreal.
J. W. BURDICK, General Pass'r. Agent, Albany, N.Y. CHAS. C. McFALL, General Agent, Montreal.
January 28 42

**Intercolonial Railway**

**SUMMER ARRANGEMENT.**

**Commencing 1st June, 1885:**
THROUGH EXPRESS PASSENGER TRAINS RUN DAILY (Sundays excepted) as follows:

| | | |
|---|---|---|
| Leave Pointe Levis | 8.00 | A.M. |
| Levis | 8.15 | " |
| Arrive Riviere du Loup | 11.50 | " |
| Trois Pistoles | 12.15 | P.M. |
| Rimouski | 2.30 | " |
| Little Metis | 3.28 | " |
| Campbellton | 7.00 | " |
| Dalhousie Junction | 7.40 | " |
| Bathurst | 9.28 | " |
| Newcastle | 10.57 | " |
| Moncton | 1.40 | A.M. |
| St. John | 5.30 | " |
| Halifax | 9.15 | " |

The Grand Trunk Trains leaving Montreal at 10.15 P. M. connect at Point Levis with these trains.
The Trains to Halifax and St. John run through to their destinations on Sundays.
The Pullman Car leaving Montreal on Monday, Wednesday and Friday, runs through to Halifax, and the one leaving on Tuesday, Thursday and Saturday to St. John.
**All Trains are run by Eastern Standard Time.**
THROUGH TICKETS may be obtained via rail and steamer to all points on the Lower St. Lawrence and in the Maritime Provinces.
For tickets and all information in regard to passenger fares, rates of freight, train arrangements, &c., apply to
G. W. ROBINSON,
Eastern Freight and Passenger Agent
136½ ST. JAMES STREET,
(Opposite St. Lawrence Hall),
Montreal.
D. POTTINGER,
Chief Superintendent.
RAILWAY OFFICE,
Moncton, N.B., May 28th, 1885.

## LOCAL NOTES.

Just to hand, ten thousand La Flor de Cubana Cigars in the following brands:—Reina Victorias, Reina Marias, and Regalia Reinas.—S. Hyman, 180 St. James street.

He Must Answer.—The papers for the transfer of the Chinaman Fong Ah Yu, charged with murder at Rome, arrived yesterday from Quebec, having received the assent of the Lieutenant-Governor. Chief of Police Byrnes, of Rome, left last evening with the accused for that place.

The Popularity of the Boston and Lowell Railroad under its present indefatigable management is wholly unprecedented. The newspapers all over the country speak in high commendation of this road, which but few people know penetrates the very heart of the White Mountains of New Hampshire, and forms a delightful route from Boston to Montreal and the Lower St. Lawrence.

The Great Murray Hill Hotel, New York, is the most successful first-class hotel in that city. It was opened but a few months ago at the popular price of $4 per day, which has made it a marked success and the leading hotel of that city. It is one of the largest and most magnificent hotels on the Continent, and it is universally patronized by the wealth and beauty of the world.

Page's Cut Plug, cut fresh this day, can be had at the Vice-Regal Tobacco Emporium, 134 St. James street and 1385 St. Catherine street. This tobacco is cu from the plug and is free from any inferior mixtures.

The Field Battery Excursion.—The excursion of the Montreal Field Battery this evening should be patronized largely by those desirous of enjoying a pleasant trip down the broad St. Lawrence. An excellent string band has been engaged for those desirous of tripping the light fantastic toe, and under the management of the efficient and energetic committee who have charge of the affair everything will be properly conducted.

Whose Coat Is It?—At an early hour yesterday morning Peter Dowling, carter No. 130, took a fare on the eastern portion of St. James street and was ordered to drive on St. Catherine, between Roy and St. Jean Baptiste streets. At the corner of St. Lawrence and St. Catherine streets an other man, partially intoxicated, was taken into the cab, which then drove on to its destination, where both the men entered. The carter waited fully half an hour for them, and as they did not appear drove to the Central Station to lodge a complaint. On arrival there he found an overcoat in the cab, which he handed over to the police at the station, where it awaits an owner.

### AMUSEMENTS.

**Crystal Palace Opera House.**

Ixion was again produced at this popular place of amusement last evening to a fair-sized audience. This evening and for the remainder of the week only will the play run. Those desiring to witness this entertainment should take advantage of the opportunity.

**Grand Central Museum.**

A large number of people visited this popular place of amusement yesterday afternoon and evening. The management have made quite a success with Ida Siddon's Burlesque Company. Miss Siddons, in her swinging specialty is immense, and her acting as Prince Faithful in the concluding burlesque was especially taking. They have a number of favorite stars—notably Constantine and Lansing, the make-up of the latter as a woman being excellent. The sisters Clayton in tableaux vivants were very good, and Geo. Leslie, in what he calls the Art of Leg Manipulation, has never been equalled in this city. Tommy Granger, as a reel dancer, was a big thing, and the Drum Majors showed a proficiency in drill that was very creditable.

### PERSONAL.

J. L. Brodie, Cashier Standard Bank, is a guest of the Windsor Hotel.

Hon. A. P. Caron, Minister of Militia, Ottawa, is registered at the Windsor.

Mr. Geo. W. Fellows, American journalist arrived in the city Wednesday midnight and left yesterday for Riviere du Loup.

Mr. Martin J. Griffin, late editor of the *Mail*, was in the city yesterday. He returned to Ottawa to-day, where he goes to be installed as Parliamentary Librarian.

Among the arrivals at the Windsor yesterday were J. H. Wiser, Prescott; B. Rosamond, Almonte; W. J. Powers, St. Paul, Minn.; J. F. Hawks, British Columbia; Judge Benson, Port Hope; Geo. T. Garret, Winnipeg.

### A CARD OF THANKS.

I desire, publicly and very gratefully, to thank Mr. Antoine Brunet, of Ste. Rose, for his prompt and fearless rescue of my daughter Annie from drowning on Wednesday afternoon. Annie, with other quite small children, was playing on a platform or float constructed by the boat club at the toll bridge, and accidentally fell into water five or six feet deep. The child had repeatedly sunk and risen and had apparently gone down for the last time, when Mr. Brunet, who was working in the vicinity, without an instant's hesitation plunged into the river, and after diving once or twice brought up the almost lifeless body and hurried with the child to our residence. His intelligent treatment of the child immediately on taking her from the water tended happily to her rapid recovery. I understand that this is the fourth child Mr. Brunet has been instrumental in saving from death by drowning, namely, his own son, Leon Brunet; a lad named Charbonneau, about 13 years of age; a lad named Paquette, about 12 years of age, and my little daughter, aged five years. Such a record in saving human life calls, in my opinion, for some special public recognition, as in the case of Mr. Joe Vincent.

Respectfully,
John Livingston.
Editor Herald.
Ste. Rose, P. Q., Aug. 13, 1885.

## BUFFALO BILL'S WILD WEST.

### Hon. Wm. F. Cody's Reception of the City Representatives and Press.

At half-past one o'clock yesterday afternoon a procession of cabs left the St. Lawrence Hall which caused much comment *en route* to its destination. Whether it was that the public exhibition of "great heads" and "massive intelligence" excited public interest, or that the well-known physiognomies of Montreal's pressmen excited latent feelings of admiration, certain it is that the procession received a vast amount of applause on its way to the Montreal Driving Park.

The occasion which called forth the mighty parade of journalistic talent was the "press dinner," to which the Hon. Wm. F. Cody, "Buffalo Bill," had invited representatives of all the city journals and a few of those who are commonly accepted as Montreal's "leading citizens."

Mayor Beaugrand was of course a participant in Buffalo Bill's hospitality, in his dual capacity as chief magistrate and "chief of the boys." Aldermen Grenier, Beausoleil, McShane, Dubuc, Rainville and other of the city fathers assisted him, as well as such prominent citizens as Hon. Peter Mitchell, Hon. Senator Thibaudeau, Messrs. McLaren, R. D. McGibbon, Jas. Darling and others whose genial sociability contributed much to the enjoyment of the day.

The ride through the mud to the Driving Park was accompanied by no more serious casualty than the splashing of a couple of unlucky press representatives from head to foot, and on arrival at the Park the party, which had been ably chaperoned so far by Mr. Ben Cirkle, the general representative of the Wild West Show, were turned over to the tender mercies of Mr. Nate Salsbury, one of the proprietors, who took the earliest opportunity of introducing them to Hon. William F. Cody, "Buffalo Bill," who appeared *en deshabille* to welcome his visitors. Mr. Cody's personal appearance at once struck those of his visitors who had not seen him before, and all pressed forward to shake the hand of the celebrated scout, whose fame had preceded him.

Within a few minutes Mr. Cody had made the acquaintance of most of his visitors, and after a sympathetic chat with His Worship the Mayor, who aroused "Buffalo Bill's" sympathies by a reference to his former connection with the St. Louis *Globe-Democrat*, all were invited to take seats within Sitting Bull's *tepee*, vacated by its illustrious owner for the occasion, where, as Mr. Cody informed his guests, a "rib-roast" would be found ready for their delectation. The eagle eyes of the pressmen could detect nothing but wooden *stakes* in the banqueting hut, and at one a keen sense of hunger took possession of the journalistic lights present.

Anything more void, except in regard to straw and stakes, than the hut of Sitting Bull when the visitors entered, it would be difficult to imagine.

*Presto, pass!*

Buffalo Bill enters. "Gentlemen, we welcome you to a cowboy's tent, and we propose to give you a cowboy's welcome. There's a rib-roast ready. May your appetites never grow less!"

Immediately an odor of roast buffalo filled the *tepee*. From north, south, east and west descended red and white waiters, each son of a gun armed with a steaming tray of buffalo (?) meat, and each importunate in cowboy fashion. Woe to the "tenderfoot" guest who should refuse the proffered morsel, though nature's fork had to be used. A sharpened stick, stuck in the ground before each guest, excited much comment, but proved next door to useless to the majority of the pressmen, accustomed as they were to dining in the lap of luxury. The stakes, it was explained by *cognoscenti*, were intended for use somewhat as Chinamen use chopsticks, but the majority of the guests, after arduous attempts to utilize them, finished by preserving them as mementos of the occasion.

The *al fresco* repast was served by genuine cowboy waiters with a Milesian accent, and Messrs. Cody and Salsbury surpassed their reputations as hosts by the cordiality with which they enacted their congenial parts.

Mr. Cody [Buffalo Bill] having won all hearts by his magnificent physique and cordial deportment, stuck by the boys and did all in his power to reconcile them to their spell of plain-life.

Luncheon over and the "Wild West Show," having been privately drunk again and again in sparkling nectar, Mayor Beaugrand arose in all his might and in the tepee of Sitting Bull, the redoubtable chieftain and his Chief-of-Staff, White Eagle, being present, and said:—

"Gentlemen, I am pleased to-day to have an opportunity of welcoming Hon. Wm. F. Cody and his magnificent exhibition to our city. I have lived among the wild scenes of the far west. I have known and I have loved them. Nowhere upon earth can such magnificent advantages for the development of athleticism be found as on the western prairies. I honor and admire the man who has had the courage, the hardihood, to transplant to this northern and seemingly inhospitable soil a faithful representation of the daily scenes of the West. On behalf of the citizens of Montreal I extend to him a hearty welcome. He has done his best to preserve peace on the western frontier of the great nation south of us. I, on my part, as responsible for the peace of this, the metropolitan city of Canada, offer him my sympathy and good wishes, and I am sure that the good people of Montreal and of Canada will recognize at its true value an exhibition which, like this, truthfully represents a phase of life of which they have but little knowledge but in which they take a deep interest. I have much pleasure in proposing the healths of Hon. Wm. F. Cody, Mr. Nate Salsbury, Mr. Acker and the other gentlemen, members of this combination, who have done so much to entertain us to-day."

The toast was drunk with all the honors and after three cheers had been given for "Buffalo Bill."

Hon. Peter Mitchell, M.P., said he was glad of the opportunity to endorse what had been said by the Mayor in regard to the exhibition. It was well that the people should know what was the kind of life led by the hardy frontiersmen of the Southern States,—what species of hardship they had to undergo and what their amusements were. It was no mean thing to find an accomplished scout like Mr. Cody to devote some of the time which was so valuable to his fellow-countrymen to exhibiting the manner in which the peace of the frontier had been preserved. A glimpse of the life of the cowboy, brilliant as it often was with deeds of daring and of skill, was in its ordinary sense an admirable training for athletic young men, and the men whose performances the Montreal public had been witnessing during the week were fit leaders of athletes. He would refer for a moment to the illustrious Indian soldier and general who was present—Sitting Bull—and he would ascribe to him the posession of those patriotic feelings and desires which among more civilized peoples won parliamentary votes of thanks and congratulatory subsidies. The great Indian chief who stood before them had fought for what he considered his people's rights, and had nobly led his nation. Whatever he had undertaken to perform had been carried out, and he stood to-day before the world the *beau ideal* of a straightforward and honest Indian. He would include with the toast of "Buffalo Bill" that of his celebrated travelling companion, Sitting Bull.

A hearty round of applause greeted the conclusion of Mr. Mitchell's remarks, and loud calls were then made for "Buffalo Bill," to which Mr. Cody promptly responded. He said, "Gentlemen, I have to extend to you, and especially to you, Mr. Mayor, my hearty thanks for the enthusiastic kindness of your reception of us in Montreal,—the metropolis of Canada. We have been delighted—charmed, with the reception we have met with. Next year I intend taking the "Wild West Show" to England, and before doing so I thought I would test the feeling of Canada as a sort of "feeler" towards England. I can only say, on my own behalf and that of my partners, that I am well pleased with the result, which has surpassed our expectations. I am deeply grateful to you for the warmth of your declarations of friendliness towards myself and my Wild West Show."

Mr. Cody's speech was capped by continued cheering, and then "Salsbury" was loudly called for.

Mr. Nate Salsbury, having been discovered in the commissariat department and dragged therefrom for the benefit of the admiring group of visitors, mounted a bench and spoke as follows:—

"Mr. Mayor and gentlemen, I hardly ever feel like public speaking, but to-day I seem to want to let you know how much we appreciate the welcome given us in Montreal. We are strangers in a strange land, and felt dubious about crossing that awful boundary line which divides two great countries, but you have put us on good terms with ourselves again, and we feel that, having the approval of Montreal, we can go on through Canada with confidence. In regard to our exhibition I can assure the public of one thing—that is, that if there is anything unknown about Indians Buffalo Bill is not the man that don't know it. He probably has had more experience with redmen than any man on this continent; he has fought them, he has killed them, he has employed them and paid them, and he knows them like a book; he is, therefore, able to ensure the public a faithful representation of their customs, their habits of peace and of war. As for the great chief Sitting Bull, present with you to-day, I am his adopted son and his white chief-of-staff, and whether you regard him as a general, as a statesman laboring for the good of his people, or as a man, I can only say I am proud of my adopted father." (Loud applause.)

Sitting Bull was then called upon for a speech, and the worthy old chieftain, after a few moments' consideration, spoke as follows, his remarks being rendered into English by an interpreter:—"I am glad to see you here, and like the white men I meet in Canada. When I was a boy my grandfather, who had traded with the Canadians, taught me to respect them, and said I was to treat them well when I met them, and I have tried to do so. The United States people did not treat me well; they tried to take my land, and I had to fight to protect my people. The trouble is not yet over, I am afraid, and I don't know what will become of my poor people. I want to see my friends, Major Walsh and Captain McDonald, who are good white men, and whom I respect highly."

The chief's speech was delivered in an impressive manner and accompanied by unusually lively and eloquent gestures. His "aide," White Eagle, hung upon his words and frequently interpolated an approving "Ugh!"

In a subsequent chat with the Mayor, Sitting Bull, through the interpreter, signified his desire to possess some of the rolls of Canadian tobacco which he had seen outside the camp, and appeared pleased when Mr. Beaugrand promised to send him a supply.

The assembly in the *tepee* then gave three hearty cheers for Buffalo Bill and his partners, and on motion of Mr. R. D. McGibbon, a committee, consisting of the Mayor, Hon. Peter Mitchell and Hon. Senator Thibaudeau was appointed to draft a congratulatory address on behalf of Montrealers for presentation to Mr. Cody. At Mr. Mitchell's suggestion Mr. McGibbon was added to the committee.

The short interval before the usual afternoon performance was passed in inspecting the camp, which contains many features of interest, and Mr. Cody's guests then adjourned to the grand stand, from which the performance was witnessed. Every item on the unique programme was admirably carried out, the marksmanship, horsemanship and daredevilment of the whole "outfit" evoking considerable enthusiasm. Mr. Cody surpassed himself with the rifle, and loud cheers greeted the attack and defence of the celebrated "Deadwood coach."

There was, as usual, a large attendance of the public, and all departed after the performance well pleased with Buffalo Bill, his cowboys, Indians and vaqueros.

Messrs. Acker & Cirkle, the one an active promoter of the interests of the "Wild West" show and the other its energetic general representative, contributed in no small degree to the pleasure enjoyed during the afternoon. One feeling prevailed among the visitors at the conclusion of the programme, and that was a desire to again visit Buffalo Bill and his worthy "Wild West."

### GAS COMPANY TACTICS.

After a threatened invasion of their monopoly, after pressure brought to bear by the press and the public in general, and after failure to work out their own ends in the City Council that philanthropic institution, the Montreal Gas Company, at length made a virtue of necessity and last spring, on agreement entered into with the City Council, reduced the price of gas to $1.50 per thousand feet. Though most people considered this rate also much higher than they should be called upon to pay, the community drew a breath of satisfaction at this quantum of relief. If our memory serves us nothing was said in the contract between the city and the Gas Company about this reduction having effect only in case of the bill rendered by the Company being paid by each citizen on or before a certain date (the 14th of the month). On the contrary it was understood, we believe, that the rate was to be $1.50 per 1,000 feet simply, interest being charged on overdue accounts. It was somewhat surprising to many of our citizens, those we presume who are not well acquainted with the ways of the Gas Company, to receive their quarterly bill made out in the old form—$2.00 per thousand feet, 50c off if paid before the 14th of the month. A gentleman who called at the office of the Gas Company yesterday for the purpose of settling his account tendered the full amount, and with it, for the purpose of obtaining a receipt, the bill which had been rendered him corrected, so as to read: "Thousand feet at $1.50 per thousand." The clerk sharply demanded who had taken the liberty of changing the wording of the bill, made out another in the old form, receipted it, and handed it across the counter. Upon the gentleman refusing to accept such a receipt and handing it back, the clerk rolling it up in a ball threw it across the counter, saying that "that was all the receipt he would get." Recourse was had to the manager, but no satisfaction was obtained, that gentleman insisting that the bill had been properly made out and getting into a high dudgeon when the contrary was stated to be the case. The gas consumer left. He intends taking legal advice, and probably through his lawyer endeavor, as a matter of principle, to make the Gas Company give a proper receipt. In the case above mentioned no monetary interests are directly involved, but how about those who have not paid their bills "before the 14th?" Is the old two dollar rate to be charged? We take it that a number of citizens will be ready to join the gentleman whose case we have noticed in objecting.

### THE SMALLPOX.

**The Progress of the Disease—The Health Board to Hold a Meeting To-day.**

Alderman Gray's statement in the City Council the other day to the effect that the smallpox was epidemic in the city has during the past few days received facts to back it in the decided increase in the number of cases received at the Hospital. The necessity for vaccination is becoming more evident every day, and the disease has assumed alarming proportions. There were nine deaths since yesterday, and three fresh cases have been reported and admitted to the Smallpox Hospital. There are now 38 patients in the institution, 32 of whom are progressing favorably while six are considered bad cases. The present building could afford no more accommodation for patients, but the new wing was expected to be ready in about ten days. A special meeting of the Board of Health is to be called for to-morrow at three o'clock to consider the advisability of appointing four extra vaccinators, who will operate in the four different parts of the city, and also to consider a way of treating the disease generally. Alderman Gray suggests that a relief committee be formed, such as aided the volunteers, to aid these sufferers. There will be no risk whatever, as the health department will undertake to investigate all claims presented. The sanitary policeman investigated a reported case in the family of Mr. St. Amour, on Notre Dame street, but the most searching examination failed to find any case in the family. In the vicinity of St. Louis Park several cases of small-pox are known to exist. There are also cases in St. Denis, Drolet, St. Dominique, Cadieux and Hypolite streets, both in the city and in St. Jean Baptiste village, two new cases being reported in the latter street to-day. Some cases have been reported on Plrteau street.

## SPORTING INTELLIGENCE.

### The Turf.

POSTPONED.

Saratoga, N.Y., August 13.—The races announced for to-day have been postponed until to-morrow.

MONMOUTH PARK.

Monmouth Park, N.J., August 13.—First race, seven furlongs, Elmendorf first, Caramel second, Miss Goodrich third; time 1.35.

Second race, ¾ mile, Edgefield won, Dry Monopole second, Shamrock third; time 1.21¾.

PHALLAS GETS LEFT.

Philadelphia, August 13.—In the trotting race between Phallas and Harry Wilkes, Wilkes won the first, second and fourth heats and the race. Time, 2.16, 2.20, 2.18¾. Phallas won the third heat in 2 21½.

### Aquatic.

THE NATIONAL REGATTA.

Boston, August 13.—In the National amateur regatta this afternoon the final heat in the senior shell race was won by Murphy, of Boston; time 9.42. Mulcahey, of Albany, was second, and Sholes, of Toronto, third.

The race for the single four-oared shell race was won by the Nautilus crew, of Hamilton, Ont.; the Fairmounts of Philadelphia, were second, and Albany third. The Nautilus' time was 8 minutes 21 seconds.

The double scull race was won by the Crescent Club of Boston, the Albany Rowing Club second. Albany claimed a foul and decision was reserved.

The pair-oared race was won by the Ariels of New York, the Mutuals of Albany second.

The eight-oared race was won by the Columbia Boat Club of Washington.

The final heat of the junior singles was won by Snyder of Albany in 9.34.

### HERE AND THERE

The Sixth Fusiliers held a meeting last night to perfect arrangements for their annual picnic to be held shortly.

A fire occurred in a bedroom on Duke street last night at about nine o'clock, caused by the overturning of a coal oil lamp. The fire was put out before it had done much damage.

Holloway's Ointment and Pills.—Outward Infirmities.—Before the discovery of these remedies, many cases of sores, ulcers, &c., were pronounced to be hopelessly incurable, because the treatment pursued tended to destroy the strength it was incompetent to preserve, and to exasperate the symptoms it was inadequate to remove. Holloway's Pills exert the most wholesome powers over the unhealthy flesh or skin, without debarring the patient from fresh air and exercise, and thus the constitutional vigor is husbanded while the most malignant ulcers, abscesses and skin diseases are in process of cure. Both Ointment and Pills make the blood richer and purer, instead of permitting it to fall into that poor and watery state so fatal to many laboring under chronic ulcerations.

—At the last meeting of the French Academy of Medicine, Dr. Brown-Sequard related a very remarkable instance of the power of sympathy which came within his recent observation. A little girl was looking out of a window in a house in the Batignolles a few days ago. The lower sash was raised and the child had placed her arms on the sill. Suddenly the support on which the sash rested gave way, and the window fell with considerable force on the little girl's arms, inflicting a severe bruise. Her mother, who was in the room at the time, happened to look toward the window at the moment of the accident and witnessed it. She fainted with fright and remained insensible for a minute or two. When she recovered she was conscious of a severe pain in both arms, and on examining the seat of it she was amazed to find on each arm a bruise corresponding in position to that left by the accident on the child's though more extensive.

### THE HARBOR.

**Monthly Meeting of the Harbor Commissioners—The Chairman's Statement.**

The Board of Harbor Commissioners held their regular monthly meeting yesterday afternoon, Mr. Andrew Robertson in the chair. The Chairman made his usual statement which was as follows:—

That from the Harbor Master's report it will be seen that the tonnage for July this year was 125,930 tons, which amount has only been exceeded once previously, namely, in July, 1883, when 133,440 tons was reached. The amount of tonnage this year may seem extraordinary in view of the apparently deserted aspect of the wharves; but this increase has been caused by the more rapid despatch of vessels which remain in port a very much shorter time than previously. Thus for instance, in July last year, the income from tonnage dues was $8,500 for 108,489 tons, equalling 7.87 cents per ton, whereas the income this year from that source was only $6,500 for 125,959, equalling only 5-16 cents per ton, or a reduction of nearly 24 per cent. in tonnage dues, caused by the rapid despatch of the vessels.

For the year, so far, the steam tonnage has increased over last year 22,000 tons, while sailing vessels have decreased 2,000 tons, showing that steam versus sail, for Montreal, is still going ahead. Our wharfage, inwards and outwards, against that of last year shows an increase of revenue in ocean traffic of $1,700, the decrease in local traffic being $1,900, which, as has been previously stated, is no doubt caused by the competition of railways.

Considerable discussion has lately taken place in regard to canal and harbor tolls on grain, and the Harbor Board has consented to try and help to relieve, for this season, the trade by reducing the harbor dues one-half. It may not, however, be out of place to mention that up to the time this reduction took place there had been received over half a million bushels more wheat than at the same time last year. Since the reduction of dues there had been a slight falling off. Taking the last three years, the export of peas, oats, barley and rye were to August 5th 905,098 bushels in 1883, 1,251,164 in 1884 and 2,256,290 bushels in 1885, showing a very large increase over last year, these gains being purely Canadian production.

Comparatively little corn seems this year to have been carried this way, as we had in 1883 1,853,846 bushels, last year 2,407,386 bushels, this year only 1,062,712 bushels. Wheat shows an export of 2,426,575 bushels this year against 1,689,073 bushels last year, an increase of 737,502 bushels.

It may not be out of place to mention that of the wheat received in Montreal this year to August 5th—3,415,802 bushels—no less than 2,058,319 bushels have come by railway, against 1,357,483 bushels by canal and river. Whether the reduction of canal tolls will increase the transport of grain by the river is a question those engaged in the trade will be able to answer, but I feel satisfied that unless the freight charges hitherto made by the river and canal route can be reduced the railways will be found keener competitors than they have hitherto been.

I have just heard to-day of contracts made from Duluth to Montreal for 3½ cents per bushel of wheat, which will only be about $1.17 per ton of 2,000 pounds, and contracts made for rails from Montreal to Port Arthur at the rate of $2.50 per ton of 2,240 pounds, which seems an unexceptionably low rate, and an indication that there is comparatively little grain to carry in the present condition of the export trade.

The Engineer's report contains the usual particulars of the dredging in the channel. The work at Cap La Roche is progressing well, no less than 37,500 yards of rock cutting having been taken out during the last month. The following extract in regard to Lake St. Peter will be read with interest as it shows the best work ever done in the Lake.

Lake St. Peter—"Two dredges have continued work throughout the month and together they have raised over a quarter million yards and advanced within a fraction of two miles, taking the full breadth of the channel and two and one-half feet increased depth, which is considerably better than has ever been done before. Total quantity dredged 262,570 cubic yards, or 4,376 yards per dredge per day."

"The usual inspection of the ship channel took place on July 22nd, when a number of representative men were invited, including Senators, members of Parliament of the city, and representatives of the Board of Trade and Corn Exchange, of the City Council, and shipping interest. The trip was a pleasant one, and everything was found in good working order. Several gentlemen who had not seen the works before were much pleased to see the working of the dredge and stone-lifters. We spent a day in Quebec, and were kindly shown over the works at Quebec, including the Louise Basin and Graving Dock and the harbor generally, besides being entertained at lunch at the Isle of Orleans by our confreres, the Harbor Commissioners of Quebec.

I am glad to introduce Mayor Beaugrand here for the first time as the representative of the City Council, he having been elected to fill the vacancy caused by Mr. Beaudry's time having expired."

The following statements were then submitted, after which the meeting adjourned:—

STATEMENT OF REVENUE.

| July. | 1884. | 1885. |
|---|---|---|
| From Customs— | | |
| Wharfage inwards | $18,500 | $18,000 |
| Wharfage outwards | 8,000 | 9,000 |
| Tonnage dues on vessels | 8,500 | 6,500 |
| Total | $35,000 | $33,500 |
| Local traffic | 4,961 | 4,892 |
| Total for July | $39,961 | $38,392 |
| Amount of revenue previously reported | 57,191 | 58,556 |
| | $97,152 | $96,948 |
| Increase in ocean traffic | 1,700 | |
| Decrease in local traffic | 1,904 | |
| Net increase to Aug. 1st | $ 204 | or say 1-5 p.c. |

(Signed) H. D. Whitney, Secretary.

PORT OF MONTREAL.

Number and tonnage of seagoing vessels that arrived in port from the opening of navigation up to 1st of August the following years:—

| Year | Steam | Tonnage | Sail | Tonnage | Total | Tonnage |
|---|---|---|---|---|---|---|
| 1882 | 128 | 109,819 | 134 | 44,339 | 262 | 234,158 |
| 1883 | 220 | 289,622 | 75 | 26,489 | 295 | 316,111 |
| 1884 | 205 | 272,045 | 87 | 36,634 | 292 | 307,679 |
| 1885 | 206 | 294,153 | 79 | 32,621 | 285 | 326,765 |

*Classification.*

| Year | Steamships | Ships | Barks | Brigs | Brigantines | Schooners | Total |
|---|---|---|---|---|---|---|---|
| 1882 | 128 | 2 | 57 | 8 | 11 | 56 | 262 |
| 1883 | 220 | 1 | 37 | 5 | 2 | 30 | 295 |
| 1884 | 205 | 2 | 47 | 1 | 6 | 31 | 392 |
| 1885 | 206 | 1 | 43 | 1 | 9 | 25 | 285 |

Number of inland vessels that arrived in port from the opening of navigation up to the 1st of August for the following years:—

| Year. | Vessels. |
|---|---|
| 1882 | 2,781 |
| 1883 | 2,494 |
| 1884 | 2,263 |
| 1885 | 2,348 |

Depth of water in ship channel on 1st August for the following years:—

| | Ft. | In. |
|---|---|---|
| 1882 | 24 | 8 |
| 1883 | 28 | 7 |
| 1884 | 26 | 9 |
| 1885 | 27 | 0 |

(Signed) Thomas Howard, Harbor Master.

### NAUTICAL NOTES.

**Items Regarding Men and Things Along the Docks.**

The Benhope has left Sorel for Little Glace Bay.

Steamship Wylo left Sydney August 12 for Montreal.

Arrivals in port to date, 277; same time, 1884, 308.

Steamship Ashbrooke, hence July 24, arrived at London on Monday.

Brigantine Echo, from Montreal June 29, arrived at Gloucester August 9.

Donaldson liner Cynthia left port at 7.20 a. m. yesterday for Glasgow with 409 cattle.

It is rumored that the stevedores will shortly hold their first annual picnic at the Island.

Ship Lanarkshire, from Cape Town for Montreal, was spoken July 13 in lat. 4 S. lon. 33 W.

Steamship Invermay is loading deals at Quebec for London, having effected temporary repairs.

A willopus-wallapus, with four fins, was caught by an Island wharf fisherman yesterday morning.

The Siberian left for Three Rivers yesterday morning, and the Summerside for Quebec and sea at 4 p. m.

Brigantine Hastings, from Montreal for Rosario, put into Sydney, August 10, with a case of smallpox on board.

Steamship Arrakmore, with which the Concordia collided in the Clyde, is a vessel of 896 tons, owned in Liverpool.

Steamship captains here are finding time hanging so heavily on their hands that they are assisting stevedores and runners to capture business from incoming vessels.

Depth of water in Sorel ship channel August 12—27 feet 8 inches. August 13—Depth of water in Cape la Roche new channel, 29 feet 6 inches. High water—10.40 am.

## MARINE INTELLIGENCE.

### PORT OF MONTREAL.

Arrived—August 12.

Steamship Cacouna, 834, Captain M. A. Macdonald, from Pictou, N.S., August 6, coal, Intercolonial Coal Co.

Steamship Lake Champlain, 1437, Captain W. Gould, from Liverpool July 30, general cargo, H. E. Murray.

August 13.

Steamship Pensher, 991, Captain William Anderson, from Picton August 8, coal, Henry Dobell & Co.

**Due Friday.**

Steamship Corean, 2,258, from London, H. & A. Allan.

Cleared—August 12.

Steamship Cacouna, 834, Captain M. A. Macdonald, for Pictou, N.S., Intercolonial Coal Co.

Steamship Cynthia, 1,405, Captain John Taylor, for Glasgow, general cargo, R. Reford & Co.

Steamship Siberian, 2,553, Captain R. P. Moore, for Glasgow via Three Rivers, general, H. & A. Allan.

Steamship Summerside, 223, Captain Alexander Cameron, for Fogo and Twillingate, Nfld., general cargo, J. & R. McLeod.

Steamship Nestorian, 1,748, Captain D. J. James, for London, general cargo, H. & A. Allan.

August 13.

Steamship Sardinian, 2,577, Captain William Smith, for Liverpool, general cargo, H. & A. Allan. (Leaves Quebec with English mails to-morrow at 1 p.m.)

Steamship Dracona, 1,245, Captain William Cummings, for London and Leith, general cargo, R. Reford & Co.

**Vessels in Port.**

STEAMSHIPS.

Capulet, 1461, of Liverpool, John G. Sidey. Windmill Point.

Dracona, 1245, of Dundee, R. Reford & Co. For London. Cleared.

Fern Holme, 1714, John G. Sidey, Hochelaga.

Lake Champlain, 1437, H. E. Murray. For Liverpool.

Nestorian, 1748, H. & A. Allan. For London. Cleared.

Norwegian, 2303, H. & A. Allan. For Glasgow.

Ontario, 2017, David Torrance & Co. For Bristol.

Sardinian, 2577, H. & A. Allan. For Liverpool. Cleared.

Sarnia, 2441, David Torrance & Co. For Liverpool.

BARKS.

Bachelors, 655, Anderson, McKenzie & Co. Hochelaga. River Plate.

Cathella, 392, of Montreal, Charles McLean. Wellington Basin. Uncertain.

Cupid, 651, of Halifax, Anderson, McKenzie & Co. Hochelaga. River Plate.

Etta Stewart, 786, of St. John, N. B., Anderson, McKenzie & Co. Hochelaga. River Plate.

Hecla, 871, Anderson, McKenzie & Co. Hochelaga. River Plate.

Malvina, 479, of Brake, Wulff & Co. Wellington Basin. Australia.

Milo, 692, of Yarmouth, Carbray, Routh & Co. Windmill Point. Uncertain.

Minnie Carmichael, 962, of Charlottetown, Canada Sugar Refinery. Windmill Point.

Orquell, 729, of Pictou, Anderson, McKenzie & Co. Windmill Point.

Piskataqua, 600, of Windsor, Carbray, Routh & Co. Windmill Point.

Ralph B. Peake, 699, of Prince Edward Island, Kingman, Brown & Co. Hochelaga. River Plate.

Rose of Sharon, 318, of North Shields, Anderson, McKenzie & Co. Hochelaga. River Plate.

Rota, 472, of Arendal, Carbray, Routh & Co. Long Wharf. Bristol.

BARKENTINE.

Our Annie, 364, of Quebec, Carbray, Routh & Co. Island Wharf.

SCHOONERS.

Anne Maria, 66, C. A. Boucher.
Eugenie, 195, C. A. Boucher.
Good Intent, 72, C. A. Boucher.
Marie Erzelie, 110, C. A. Boucher.

**The Gulf Fleet.**

Ashdene, 733, of Sunderland.
Benhope, 1030, of Liverpool.
Benona, 871, of Liverpool—Montreal Aug. 12 for Sydney.
Bonavista, 836, of Liverpool—Montreal August 8 for Gulf Ports.
Cacouna, of Montreal—Montreal August 14 for Pictou.
Coban, 688, of Montreal.
Minerva, 895, of Bergen.
Miramichi, 491, of Quebec—Montreal August 10 for Gulf Ports.
Pensher, 991, of London—Pictou August 8 for Montreal.
Polino, 524, of Quebec—Montreal August 8 for St. Johns.
Prior, 1072, of London—Montreal August 11 for Sydney.
Roraima, 761—Montreal August 8 for Cow Bay.
Summerside, 223—Montreal August 13 for Fogo and Twillingate.
West Cumberland, 897, of Maryport—Montreal August 3 for Pictou.
Wylo, 978, of Liverpool—Sydney August 12 for Montreal.

**Sailed from Montreal.**

Adeona, Cardiff August 11.
Ali, E. coast England July 31.
Achille F., Penarth Roads August 6.
Brothers and Sisters, Buenos Ayres, f.o., July 26.
Coronilla, London August 6.
Cynthia, Glasgow August 13.
Eulie, Buenos Ayres June 13.
G. W. Halls, Buenos Ayres July 17.
Galena, Buenos Ayres, July 22.
Gloaming, Buenos Ayres June 21.
Gettysburg, Buenos Ayres July 24.
Grant, Buenos Ayres July 28.
Hamingja, Buenos Ayres July 4.
Hafrsfjord, Cardiff July 17.
Hastings, Rosario, July 22.
Henry A. Litchfield, Montevideo f.o. Aug. 11.
Idun, Cardiff August 1.
Jane Law, Buenos Ayres June 22.
Johanne, Hull July 30.
Kate Harding, Buenos Ayres June 23.
Lima, Buenos Ayres August 4.
Maggie Dart, Rosario July 15.
Merritt, Sharpness July 24.
Nestorian, London August 14.
Occident, Grimsby June 22.
Osteraa, Buenos Ayres July 8.
Peacemaker, Buenos Ayres June 30.
Rondo, Montevideo July 9.
Royal Arch, Rosario July 8.
Regius, London August 8.
Romeo, Barrow-in-Furness August 8.
Siberian, Glasgow August 13.
St. Joseph, St. Johns June 29.
Sokota, Buenos Ayres June 22.
Scotia, Liverpool August 4.
Trust, Buenos Ayres August 9.
Thomas Fletcher, Buenos Ayres Aug. 12.
Vibilia, Buenos Ayres July 13.

**Vessels Reported for Montreal.**

Aldwyth, 218, Barbadoes.
Belgium, 670, Pictou.
Batamia, 1519, Glasgow August 6.
Buenos Ayrean, 2560, Glasgow August 7.
Carmona, 2447, Newcastle August 11.
Canadian, 1869, London August 8.
Deux, 447, Bahia.
Escalona, 1246, Newcastle August 12.
G. M. Stanwood, 522, Bahia
Grecian, 2374, Glasgow August 14.
Juliana, 352, Bahia.
Juliet, 1865, Barrow.
Lalla, 1091, Manilla June 3.
Lanarkshire, 1422, Cape Town June 13.
Lake Superior, 2966, Liverpool August 6.
Lake Nepigon, 1437, Liverpool August 13.
Lake Huron, 2648, Liverpool August 20.
Lucerne, 1252, London August 22.
Montreal, 2160, Liverpool August 6.
Mary I Baker, 864, at North Sydney July 26.
Nore, St. Helena July 6.
Ocean King, 1606, London August 6.
Parisian, 3430, Liverpool August 14.
Polynesian, 1294, Mauritius July 2.
St. Francois, 282, Barbadoes.
Scotia, 691, North Sydney.
Sarmatian, 2159, Liverpool August 6.
Texas, 1838, Bristol, August 8.
Thela, 362, Glasgow July 25.
Venice, 625, Barbadoes.

### PORT OF QUEBEC.

Arrived—August 13.

Ship Professor Lintner, Gunderson, Cardiff, Allans, Rae & Co., coal.

Bark Alpha, Hansen, Liverpool, H. Fry & Co., salt.

Bark Jupiter, Lieran, Portsmouth, R. R. Dobell & Co., ballast.

Ship Candoren, Lund, Sunderland, Bryant, Powis & Bryant, ballast.

Brigantine Loyalist, McLellan, Glace Bay, Quebec Gas Co., coal.

Steamship Minerve, Boe, Little Glace Bay, for Montreal.

Cleared—August 13.

Bark Hoffming, Gulach, Hull, Jno. Burstall & Co.

Steamship Croean, Menzies, Montreal, Allans, Rae & Co.

Bark Mary K. Campbell, Temple, Buenos Ayres, D. & J. Maguire.

Since the opening of navigation 394 vessels have entered inward at the Custom House from sea, and including out ports and steamships 336 have cleared; 1,141 market steamers and schooners have arrived from different adjacent parishes and 90 vessels have been licensed by the Custom House for the local trade of the Province.

The celebrated English yacht Cambria, which has been here for several days, left port this morning for Liverpool.

The Government steamship Napoleon III. is returning to port after having supplied the Belle Isle lighthouses.

Steamships West Cumberland and Ocean King are reported inward, and will be due here to-morrow.

Steamships Corean at 4 a.m. and Minerva at 5 a.m.; both proceeded to Montreal.

Some considerable alterations and improvements in the Magdalen Island Telegraph Cable are under the consideration of the signal service authorities.

Steamships Benona at 11 a.m., Prior at 11.30 a.m., Cynthia at 6 p.m., all arrived from Montreal and proceeded.

Bark Adeona, in tow of the tug Champion, arrived from Montreal last night and anchored.

Propeller Lake Ontario left for Hamilton this morning.

A new telegraph office, in connection with the signal service, is to be opened below Penticost, on the north shore.

### THE GULF.

August 13, 1885.

L'Islet—Inward at 6 a.m. one steamship and a barque in tow. Outward at 2 p.m. tugs Champion and Beaver and two steamships. Tug Rhoda off here.

Father Point—Inward at 3.30 p.m. Government steamship Napoleon III.

Cape Chatte—Inward at 2 p.m. steamship Ocean King.

Cape Magdalen—Inward at 9 a.m. steamship Ocean King.

Fame Point—Outward at 5 a. m. steamship Miramichi.

Cape Rosier—Inward this morning steamship West Cumberland and steamship Napoleon III.

Cape Despair—Inward at 5 a m. steamship Admiral.

Low Point, C.B.—Outward at 1.30 p.m. steamship Regius.

### INLAND NAVIGATION.

**The Welland Canal.**

Port Colborne, Aug. 13.—Passed down—Schooner Erie Belle, Ashtabula to Hamilton, coal; propeller Alma Munro, Duluth to Kingston, general cargo.

Port Dalhousie, Aug. 13.—Up—Schooner Ellen Spry, Charlotte to Chicago, coal; M. L. Breck, Sodus Point to Thorold, coal; Erie Proctor, Wellers Bay to Cleveland, iron ore; Bolivia, Charlotte to Chicago, coal.

Down—Schooners Denmark, Toledo to Kingston, timber; Maggie McRae, Detroit to Kingston, timber; Highland Beauty, Thorold to Toronto, light; propeller Cuba, Chicago to Montreal, general cargo.

**Arrived.**

Amsterdam, Aug. 13—Arrived—Steamer Edam, from New York.

New York, Aug. 13—Arrived—Steamers P. Caland, from Rotterdam, and Greece, from London.

Southampton, August 13.—Arrived—Steamer Werra, from New York.